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No. 16,677 號七十七百六千六萬壹第 日九十月八年三統宣 HONGKONG, TUESDAY, OCTOBER 10TH, 1911. 二拜禮 號十月十年一十百九千一英港香. PRICE, \$3 PER MONTH.

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.
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Extra Car at 11.45 p.m.
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Hongkong 15th June, 1911.

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DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912,
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TIME TABLE.

On and after 3rd October, 1911, until further notice.
Previous Time-tables cancelled.

DOWN TRAINS.

UP TRAINS.

STATIONS.	No. 1 Tgh. Exp.	No. 2 Tgh. Exp.	No. 3 Tgh. Exp.	No. 4 Tgh. Exp.	No. 5 Tgh. Exp.	No. 6 Tgh. Exp.	No. 7 Tgh. Exp.	No. 8 Tgh. Exp.	No. 9 Tgh. Exp.	No. 10 Tgh. Exp.	No. 11 Tgh. Exp.	No. 12 Tgh. Exp.	No. 13 Tgh. Exp.	No. 14 Tgh. Exp.
Canton	dep. 7.05	14.25	7.05	13.30	Kowloon	dep. 14.25	8.00	11.30	7.00	13.45	7.00	13.45	7.00	13.45
Shek Pu	arr. dep. 8.02	14.32	7.08	13.38	Hung Hom	arr. dep. 14.27	8.02	11.32	7.04	13.48	7.04	13.48	7.04	13.48
Che P.	arr. dep. 8.13	14.43	7.20	13.39	Yau Ma Tei	arr. dep. 14.29	8.04	11.34	7.09	13.55	7.09	13.55	7.09	13.55
Wu Ching	arr. dep. 8.20	14.51	7.22	13.42	Sha Tin	arr. dep. 14.31	8.06	11.36	7.12	13.58	7.12	13.58	7.12	13.58
Nam Kong	arr. dep. 8.29	15.00	7.24	13.43	Tai Po	arr. dep. 14.33	8.08	11.38	7.16	14.03	7.16	14.03	7.16	14.03
Sun Tung	arr. dep. 8.37	15.08	7.26	13.44	Tai Po Market	arr. dep. 14.35	8.10	11.40	7.18	14.05	7.18	14.05	7.18	14.05
Tong Mei	arr. dep. 8.39	15.10	7.28	13.45	Shun Lee	arr. dep. 14.37	8.12	11.42	7.20	14.07	7.20	14.07	7.20	14.07
Nga Koo	arr. dep. 8.44	15.15	7.30	13.46	Shun Lee	arr. dep. 14.39	8.14	11.44	7.22	14.09	7.22	14.09	7.22	14.09
Shun Lee	arr. dep. 8.48	15.19	7.32	13.47	Shun Lee	arr. dep. 14.41	8.16	11.46	7.24	14.11	7.24	14.11	7.24	14.11
Shun Lee	arr. dep. 8.55	15.20	7.33	13.48	Shun Lee	arr. dep. 14.43	8.18	11.48	7.26	14.13	7.26	14.13	7.26	14.13
Shok Tai	arr. dep. 9.03	15.24	7.34	13.49	Shun Lee	arr. dep. 14.45	8.20	11.50	7.28	14.15	7.28	14.15	7.28	14.15
Shok Tai	arr. dep. 9.05	15.26	7.36	13.50	Shun Lee	arr. dep. 14.47	8.22	11.52	7.30	14.17	7.30	14.17	7.30	14.17
Shok Tai	arr. dep. 9.07	15.28	7.38	13.51	Shun Lee	arr. dep. 14.49	8.24	11.54	7.32	14.19	7.32	14.19	7.32	14.19
Shok Tai	arr. dep. 9.09	15.30	7.40	13.52	Shun Lee	arr. dep. 14.51	8.26	11.56	7.34	14.21	7.34	14.21	7.34	14.21
Shok Tai	arr. dep. 9.11	15.32	7.42	13.53	Shun Lee	arr. dep. 14.53	8.28	11.58	7.36	14.23	7.36	14.23	7.36	14.23
Shok Tai	arr. dep. 9.13	15.34	7.44	13.54	Shun Lee	arr. dep. 14.55	8.30	12.00	7.38	14.25	7.38	14.25	7.38	14.25
Shok Tai	arr. dep. 9.15	15.36	7.46	13.55	Shun Lee	arr. dep. 14.57	8.32	12.02	7.40	14.27	7.40	14.27	7.40	14.27
Shok Tai	arr. dep. 9.17	15.38	7.48	13.56	Shun Lee	arr. dep. 14.59	8.34	12.04	7.42	14.29	7.42	14.29	7.42	14.29
Shok Tai	arr. dep. 9.19	15.40	7.50	13.57	Shun Lee	arr. dep. 15.01	8.36	12.06	7.44	14.31	7.44	14.31	7.44	14.31
Shok Tai	arr. dep. 9.21	15.42	7.52	13.58	Shun Lee	arr. dep. 15.03	8.38	12.08	7.46	14.33	7.46	14.33	7.46	14.33
Shok Tai	arr. dep. 9.23	15.44	7.54	13.59	Shun Lee	arr. dep. 15.05	8.40	12.10	7.48	14.35	7.48	14.35	7.48	14.35
Shok Tai	arr. dep. 9.25	15.46	7.56	13.60	Shun Lee	arr. dep. 15.07	8.42	12.12	7.50	14.37	7.50	14.37	7.50	14.37
Shok Tai	arr. dep. 9.27	15.48	7.58	13.61	Shun Lee	arr. dep. 15.09	8.44	12.14	7.52	14.39	7.52	14.39	7.52	14.39
Shok Tai	arr. dep. 9.29	15.50	7.60	13.62	Shun Lee	arr. dep. 15.11	8.46	12.16	7.54	14.41	7.54	14.41	7.54	14.41
Shok Tai	arr. dep. 9.31	15.52	7.62	13.63	Shun Lee	arr. dep. 15.13	8.48	12.18	7.56	14.43	7.56	14.43	7.56	14.43
Shok Tai	arr. dep. 9.33	15.54	7.64	13.64	Shun Lee	arr. dep. 15.15	8.50	12.20	7.58	14.45	7.58	14.45	7.58	14.45
Shok Tai	arr. dep. 9.35	15.56	7.66	13.65	Shun Lee	arr. dep. 15.17	8.52	12.22	7.60	14.47	7.60	14.47	7.60	14.47
Shok Tai	arr. dep. 9.37	15.58	7.68	13.66	Shun Lee	arr. dep. 15.19	8.54	12.24	7.62	14.49	7.62	14.49	7.62	14.49
Shok Tai	arr. dep. 9.39	16.00	7.70	13.67	Shun Lee	arr. dep. 15.21	8.56	12.26	7.64	14.51	7.64	14.51	7.64	14.51
Shok Tai	arr. dep. 9.41	16.02	7.72	13.68	Shun Lee	arr. dep. 15.23	8.58	12.28	7.66	14.53	7.66	14.53	7.66	14.53
Shok Tai	arr. dep. 9.43	16.04	7.74	13.69	Shun Lee	arr. dep. 15.25	9.00	12.30	7.68	14.55	7.68	14.55	7.68	14.55
Shok Tai	arr. dep. 9.45	16.06	7.76	13.70	Shun Lee	arr. dep. 15.27	9.02	12.32	7.70	14.57	7.70	14.57	7.70	14.57
Shok Tai	arr. dep. 9.47	16.08	7.78	13.71	Shun Lee	arr. dep. 15.29	9.04	12.34	7.72	14.59	7.72	14.59	7.72	14.59
Shok Tai	arr. dep. 9.49	16.10	7.80	13.72	Shun Lee	arr. dep. 15.31	9.06	12.36	7.74	15.01	7.74	15.01	7.74	15.01
Shok Tai	arr. dep. 9.51	16.12	7.82	13.73	Shun Lee	arr. dep. 15.33	9.08	12.38	7.76	15.03	7.76	15.03	7.76	15.03
Shok Tai	arr. dep. 9.53	16.14	7.84	13.74	Shun Lee	arr. dep. 15.35	9.10	12.40	7.78	15.05	7.78	15.05	7.78	15.05
Shok Tai	arr. dep. 9.55	16.16	7.86	13.75	Shun Lee	arr. dep. 15.37	9.12	12.42	7.80	15.07	7.80	15.07	7.80	15.07
Shok Tai	arr. dep. 9.57	16.18	7.88	13.76	Shun Lee	arr. dep. 15.39	9.14	12.44	7.82	15.09	7.82	15.09	7.82	15.09
Shok Tai	arr. dep. 9.59	16.20	7.90	13.77	Shun Lee	arr. dep. 15.41	9.16	12.46	7.84	15.11	7.84	15.11	7.84	15.11
Shok Tai	arr. dep. 10.01	16.22	7.92	13.78	Shun Lee	arr. dep. 15.43	9.18	12.48	7.86	15.13	7.86	15.13	7.86	15.13
Shok Tai	arr. dep. 10.03	16.24	7.94	13.79	Shun Lee	arr. dep. 15.45	9.20	12.50	7.88	15.15	7.88	15.15	7.88	15.15
Shok Tai	arr. dep. 10.05	16.26	7.96	13.80	Shun Lee	arr. dep. 15.47	9.22	12.52	7.90	15.17	7.90	15.17	7.90	15.17
Shok Tai	arr. dep. 10.07	16.28	7.98	13.81	Shun Lee	arr. dep. 15.49	9.24	12.54	7.92	15.19	7.92	15.19	7.92	15.19
Shok Tai	arr. dep. 10.09	16.30	8.00	13.82	Shun Lee	arr. dep. 15.51	9.26	12.56	7.94	15.21	7.94	15.21	7.94	15.21
Shok Tai	arr. dep. 10.11	16.32	8.02	13.83	Shun Lee	arr. dep. 15.53	9.28	12.58	7.96	15.23	7.96	15.23	7.96	15.23
Shok Tai	arr. dep. 10.13	16.34	8.04	13.84	Shun Lee	arr. dep. 15.55	9.30	13.00	7.98	15.25	7.98	15.25	7.98	15.25
Shok Tai	arr. dep. 10.15	16.36	8.06	13.85	Shun Lee	arr. dep. 15.57	9.32	13.02	8.00	15.27	8.00	15.27	8.00	15.27
Shok Tai	arr. dep. 10.17	16.38	8.08	13.86	Shun Lee	arr. dep. 15.59	9.34	13.04	8.02	15.29	8.02	15.29	8.02	15.29
Shok Tai	arr. dep. 10.19	16.40	8.10	13.87	Shun Lee	arr. dep. 16.01	9.36	13.06	8.04	15.31	8.04	15.31	8.04	15.31
Shok Tai	arr. dep. 10.21	16.42	8.12	13.88	Shun Lee	arr. dep. 16.03	9.38	13.08	8.06	15.33	8.06	15.33	8.06	15.33
Shok Tai	arr. dep. 10.23	16.44	8.14	13.89	Shun Lee	arr. dep. 16.05	9.40	13.10	8.08	15.35	8.08	15.35	8.08	15.35
Shok Tai	arr. dep. 10.25	16.46	8.16	13.90	Shun Lee	arr. dep. 16.07	9.42	13.12	8.10	15.37	8.10	15.37	8.10	15.37
Shok Tai	arr. dep. 10.27	16.48	8.18	13.91	Shun Lee	arr. dep. 16.09	9.44	13.14	8.12	15.39	8.12	15.39	8.12	15.39
Shok Tai	arr. dep. 10.29	16.50	8.20	13.92	Shun Lee	arr. dep. 16.11	9.46	13.16	8.14	15.41	8.14	15.41	8.14	15.41
Shok Tai	arr. dep. 10.31	16.52	8.22	13.93	Shun Lee	arr. dep. 16.13	9.48	13.18	8.16	15.43	8.16	15.43	8.16	15.43
Shok Tai	arr. dep. 10.33	16.54	8.24	13.94	Shun Lee	arr. dep. 16.15	9.50	13.20	8.18	15.45	8.18	15.45	8.18	15.45
Shok Tai	arr. dep. 10.35	16.56	8.26	13.95	Shun Lee	arr. dep. 16.17	9.52	13.22	8.20	15.47	8.20	15.47	8.20	15.47
Shok Tai	arr. dep. 10.37	16.58	8.28	13.96	Shun Lee	arr. dep. 16.19	9.54	13.24	8.22	15.49	8.22	15.49	8.22	15.49
Shok Tai	arr. dep. 10.39	17.00	8.30	13.97	Shun Lee	arr. dep. 16.21	9.56	13.26	8.24	15.51	8.24	15.51	8.24	15.51
Shok Tai	arr. dep. 10.41	17.02	8.32	13.98	Shun Lee	arr. dep. 16.23	9.58	13.28	8.26	15.53	8.26	15.53	8.26	15.53
Shok Tai	arr. dep. 10.43	17.04	8.34	13.99	Shun Lee	arr. dep. 16.25	10.00	13.30	8.28	15.55	8.28	15.55	8.28	15.55
Shok Tai	arr. dep. 10.45	17.06	8.36	14.00	Shun Lee	arr. dep. 16.27	10.02	13.32	8.30	15.57	8.30	15.57	8.30	15.57
Shok Tai	arr. dep. 10.47	17.08	8.38	14.01	Shun Lee	arr. dep. 16.29	10.04	13.34	8.32	15.59	8.32	15.59	8.32	15.59
Shok Tai	arr. dep. 10.49	17.10	8.40	14.02	Shun Lee	arr. dep. 16.31	10.06	13.36	8.34	16.01	8.34	16.01	8.34	16.01
Shok Tai	arr. dep. 10.51	17.12	8.42	14.03	Shun Lee	arr. dep. 16.33	10.08	13.38	8.36	16.03	8.36	16.03	8.36	16.03
Shok Tai	arr. dep. 10.53	17.14	8.44	14.04	Shun Lee	arr. dep. 16.35	10.10	13.40	8.38	16.05	8.38	16.05	8.38	16.05
Shok Tai	arr. dep. 10.55	17.16	8.46	14.05	Shun Lee	arr. dep. 16.37	10.12	13.42	8.40	16.07	8.40	16.07	8.40	16.07
Shok Tai	arr. dep. 10.57	17.18	8.48	14.06	Shun Lee	arr. dep. 16.39	10.14	13.44	8.42	16.09	8.42	16.09	8.42	16.09
Shok Tai	arr. dep. 10.59	17.20	8.50	14.07	Shun Lee	arr. dep. 16.41	10.16	13.46	8.44	16.11	8.44	16.11	8.44	16.11
Shok Tai	arr. dep. 11.01	17.22	8.52	14.08	Shun Lee	arr. dep. 16.43	10.18	13.48	8.46	16.13	8.46	16.13	8.46	16.13
Shok Tai	arr. dep. 11.03	17.24	8.54	14.09	Shun Lee	arr. dep. 16.45	10.20	13.50	8.48	16.15	8.48	16.15	8.48	16.15
Shok Tai	arr. dep. 11.05	17.26	8.56	14.10	Shun Lee	arr. dep. 16.47	10.22	13.52	8.50	16.17	8.50	16.17	8.50	16.17
Shok Tai	arr. dep. 11.07	17.28	8.58	14.11	Shun Lee	arr. dep. 16.49	10.24	13.54	8.52	16.19	8.52	16.19	8.52	16.19
Shok Tai	arr. dep. 11.09	17.30	8.60	14.12	Shun Lee	arr. dep. 16.51	10.26	13.56	8.54	16.21	8.54	16.21	8.54	16.21
Shok Tai	arr. dep. 11.11	17.32	8.62	14.13	Shun Lee	arr. dep. 16.53	10.28	13.58	8.56	16.23	8.56	16.23	8.56	16.23
Shok Tai	arr. dep. 11.13	17.34	8.64	14.14	Shun Lee	arr. dep. 16.55	10.30	13.60	8.58	16.25	8.58	16.25	8.58	16.25
Shok Tai	arr. dep. 11.15	17.36	8.66	14.15	Shun Lee									

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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On October 4th, at Shanghai, CHARLES MARGES GETTING, son of the late EDWARD BURNES, of Hongkong, to EDITH MARY, widow of the late Captain J. A. A. KELLY, D.S.O., The Royal Irish Regiment.

On October 3rd, at Heston, Surrey, England, LOUIS STROMMEYER, formerly of England, etc., for many years Surgeon to the General Hospital, Shanghai.

HONGKONG OFFICE: 10A, DES VUEX ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 10TH, 1911.

It is generally recognised in the Colony that the Government needs to have greater power of control over the numerous clubs and societies which have come into existence in Hongkong during the last few years, and the announcement that the Government has prepared a Bill to provide more effective means of control will therefore be widely welcomed. The draft Ordinance is published in the Government Gazette for general information. A short memorandum by the Registrar-General, printed at the foot of the Bill, explains that it has been framed on the same lines as the Ordinance in force in the Straits Settlements. Presumably the effect of the Ordinance in the Straits has been so markedly beneficial as to recommend similar measures in Hongkong. Mr. BREWIN in his statement of the "Objects and reasons" of the Bill says: "Some of these societies [which have come into existence in Hongkong during the last few years] have been used in the past for the purpose of bringing illegal pressure to bear on persons other than members, and it is feared that in the present state of affairs such occurrences may be

repeated and disorders fomented, and it is desired to give the Government opportunities of obtaining full particulars about these societies and of suppressing them where necessary. It is hoped also that the Ordinance will be useful in giving the Registrar a stronger position if guidance or advice appear to be called for. The Ordinance will also enable control to be exercised more effectively over workingmen's clubs such as those which were responsible for the riots in 1894." It cannot be said that these "objects and reasons" are very enlightening, but no doubt when the Bill is introduced into the Legislative Council the reasons for it will be elaborated. Following, as this announcement does, upon a series of labour troubles in the printing offices of the Colony, the suggestion has been made that the Bill is an attempt to deal with Chinese workmen who by means of "guilds or associations" based on the most hide-bound trade union principles now seek to browbeat their foreign employers practically into allowing them to fix their own hours and conditions of labour and rate of pay... seeking to establish a tyranny that bids fair to become insupportable." That is constantly being said of trade unions everywhere, but we have looked through the provisions of this Bill and cannot see in what way it is likely to relieve employers from the tyranny of trade unions. The object of the Bill, broadly stated, seems to be the extermination of societies whose purpose it is to encourage the revolutionary movement in China. Subsection 4 of Section IV provides that the Governor-in-Council shall not refuse permission to any Society to be registered under this Ordinance unless it shall appear that such Society is likely to be used for unlawful purposes or for purposes incompatible with the peace or good order of the Colony, or that its action and proceedings are calculated to excite tumult or disorder in China, or to excite persons to crime in China. We do not expect to see the trade guilds refused registration, and thereby declared illegal societies. Of course, it may be argued that the purposes of many of the newly-formed trade guilds are "incompatible with the peace and good order of the Colony," but in so far as they offend in this respect, existing legislation—such as the Conspiracy and Sedition Ordinance and the Employers' and Servants' Ordinance—appear to meet the situation as far as it really can be met by legislation. For our part we cannot perceive what grounds there are for expecting that this Bill will solve the labour troubles which have vexed so many establishments in the Colony of late. Its chief object is evidently to prevent the Colony being made a base by revolutionaries for their propaganda in China, but in so far as the Bill confers on the Registrar-General greater powers of control over all societies in the Colony, it will doubtless prove a useful check upon mischievous activity by trade guilds and all other organisations.

The Governor's Mail of the 8th September was delivered in London on the 7th October.

The Chinese Cabinet, we read, is determined to have the Macao boundary question definitely settled this month.

The Chinese Government has proclaimed that China will observe neutrality in the war between Italy and Turkey.

Manila is mourning the departure of "a devoted" of a man in government service who is said to have left debts behind him amounting to 38,000 pesos, the list having been furnished by the debtor himself to the government.

The London Gazette announces that the King has given Admiral the Hon. Sir Hedworth Lambton permission to assume the name and arms of Monx, in accordance with the terms of the will of Lady Monx, who left him the larger part of her property.

An engagement is announced between W. C. Moore Weeden, North Borneo Civil Service, son of William T. Weeden and Mrs. Weeden, of St. Albans, and Lucille Iyer, only daughter of J. Iyer Macpherson Drummond, Imperial Chinese Maritime Customs, of Shanghai.

The plague return for the week ending 7th instant is blank, excepting for the satisfactory minute, "This return will be discontinued until further cases of plague occur." The communicable diseases return for the same week shows two cases of diphtheria and two cases of enteric fever.

On her voyage down from Ichang the U.S.S. Helena ran ashore above Yochow, and efforts to get her off, though successful, cost the life of one sailor and injury to another, the *Hankow Daily News* of the 30th ult. says. An up river steamer was towing her off, and she was lifting her anchors when a cable parted striking the Steamer Bird in the ribs, breaking two bones and inflicting severe internal injuries to which he succumbed the next morning, while another sailor sustained a fractured arm.

At the Magistracy Mr. Hasland fined a male and a female beggar 35 each for soliciting alms in Queen's Road.

Lady Lugard arrived from Japan by the M. M. steamer *Sydney* yesterday. Her Excellency, however, is still an invalid, and confined to her room by doctor's orders.

On the occasion of the first anniversary of the Portuguese Republic, H. E. the Governor telegraphed congratulations to H. E. the Governor of Macao and received in reply the following telegram:—"Please accept our sincere thanks for your kind congratulations on the first anniversary of the Portuguese Republic."

The return of visitors to the City Hall Library and Museum for the week ending the 8th October, 1911, shows that of non-Chinese there were 410 to the Library and 207 to the Museum and of Chinese 165 to the former and 2212 to the latter. The Library was, therefore, used by 575 persons and the Museum by 2,419.

Our London Correspondent writes that he has been informed that a troupe of Chinese performers was to visit London during September under the direction of one Leung Hung Ng, the principal star being a conjurer, one Hung Ping Chien. The tour is said to have been arranged by Mr. Ramoe of the Victoria, Hongkong.

A fatal accident occurred aboard the Standard Oil Co.'s sailing ship *Redant*, which is lying alongside a wharf at West Point, on Sunday. A seaman named Morris, while sitting on the rail of the vessel singing, lost his balance and in falling struck his head on the wharf and then went into the water. His body was recovered yesterday morning.

The King has been pleased to give and grant unto Mr. Arthur William Gillingham, lately Consul Agent of the Netherlands at Taihoku, Formosa, His Majesty's Royal Honore and authority to accept and wear the insignia of Chevalier of the Order of Orange-Nassau, which decoration has been conferred upon him by Her Majesty the Queen of the Netherlands, in recognition of valuable services rendered by him in that capacity.

The New York police last month brought to light a terrible crime which they have every reason to suppose has been perpetrated by a gang of Oriental opium smugglers. The victim is a wealthy Chinaman, Wong Ien Yen, and he appears to have had dissensions with the band, to which he belonged, and betrayed its members to the authorities. The informer was discovered by the police lying dead with quite 30 stabs in his body from which the head had been severed.

Three Chinese were charged before Mr. Hasland at the Magistracy yesterday with being in unlawful possession of a quantity of opium, with throwing it into the harbour to avoid seizure, and with refusing to stop their boat when called upon to do so by the police. After hearing the evidence his Worship fined the first and second defendants on the first count \$100, or three months' imprisonment, and on each of the other two counts \$25 or one month. The third defendant was fined \$25 or one month's imprisonment on the first count, the other two charges being withdrawn. The first and second are also to be re-committed for banishment on the expiration of their terms of imprisonment.

Mr. Fred. J. Melville, who contributes a weekly column on Postage Stamps to the *London Daily Telegraph*, says in the course of some recent notes:—"In China the post is to this day referred to as 'the conveniences of the wild goose,' and pictures of that bird figure upon several of the stamps issued for use in the Imperial post in China. The legend tells that a Tartar chief, having been making himself troublesome to the Chinese Emperor, the latter sent a special envoy to warn him. The envoy was taken prisoner and was employed by the rebel in herding his flocks. But one day the unfortunate man caught a wild goose, and had the happy idea to make it convey news of his whereabouts to his friends. He tied a letter to the leg of the bird, and on being released the goose flew southwards until it was shot in the grounds of the Imperial Palace by no less a person than the Emperor himself. The letter was discovered, and a punitive expedition speedily rescued the captive and punished the rebel chief."

On Sunday, the 15th instant, a new cotton mill erected in Ichang Road, near the Scotch Creek, Shanghai, is to be formally opened. The mill, which is the property of the Naigai W. to Kaisha, Ltd. (The Home and Foreign Cotton Trading Co. Ltd.), possesses, says the *N. C. Daily News*, a feature of considerable interest, in that it will be the first in China to be driven entirely by electricity generated by its own plant. To generate the necessary energy, the mill is supplied with two Babcock & Wilcox water-tube boilers, while the engines, of which there are two, are constructed by Ballis & Morcom, and are of the triple-expansion, high-speed type. These actuate two Siemens' alternators, each capable of developing 60 K.W., and the current from these will drive the spinning machines, which are by Platt Bros. In a circular concerning the mill mentioned in the amount of cotton yarn required in China, of the small amount spun in the country and the large quantity which has to be imported, Reference is also made to the quality of yarn produced by the majority of Chinese mills, which is stated as not being of the very best, and the management of the new mill expresses the view that, equipped with the most up-to-date machinery, it will be possible to produce as good yarn as in Japanese mills.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ITALO-TURKISH WAR.

MARTIAL LAW IN TRIPOLI.

LONDON, October 9th.
Admiral Boradalmio, who was appointed Governor on the Italian occupation of Tripoli, has issued a proclamation instituting martial law.

THE TURKISH GARRISON.

The Turkish garrison is camped five miles distant from the town among fortified hills. TURKEY MOBILISING RESERVES.

LATER.

Reuter's correspondent at Salonika wires that the Government is mobilising various classes of reserves, giving an additional 42,000 men at Vilayet and Salonika alone. It is also commandeering carts and horses in a wholesale manner.

Four battalions have left Monastir, and are marching towards Ellassona.

The *Daily Chronicle's* correspondent at Sofia says that Bulgaria has made representations to Constantinople regarding this march.

THE SAN GIOVANNI AFFAIR.

Reuter's correspondent at Constantinople wires that the official account of the San Giovanni affair is that while two Italian warships were searching Austrian and Turkish vessels, Turkish troops fired at and sank an Italian rowing boat containing an officer and five bluejackets, whereupon the Italians bombarded San Giovanni.

The Government buildings were slightly damaged, and one soldier was wounded.

BRITISH STEAMER "ORCHIS" RELEASED.

The British steamer *Orchis*, which was seized by a Turkish warship and conveyed to Salonika has been released, the seizure being due to a misunderstanding.

ITALIANS TO LEAVE TURKEY.

It is reported that the Porte has decided to order all Italians in Turkey to leave within three days, but the moderate elements are pressing it to refrain from thus exacerbating the situation.

It is probable that the execution of this order will at least be deferred, as the Porte is just re-sounding the Powers as to whether they are willing to intervene now that the occupation of the coast of Tripoli is completed.

ITALIAN OCCUPATION OF TOBRUK.

The newspapers report that a detachment of little more than a hundred from the Italian squadron, occupied Tobruk in Barca after slight resistance by the little garrison there.

CASUALTIES IN BOMBARDMENT OF TRIPOLI.

The Turkish official account of the bombardment of Tripoli states that 12 of the garrison were killed and 23 wounded.

Arrivals at Malta state that eleven civilians were killed and a score wounded.

HEAVY FIGHTING AT MELILLA.

LONDON, October 9th.

The Madrid newspapers publish confused accounts of heavy fighting in the Melilla hinterland, entailing heavy Spanish losses. The Minister of War is personally directing the operations.

TEN HOURS' BATTLE.

LATER.

The fighting at Melilla is the result of a fresh advance into the interior.

It is officially announced that the enemy were routed after a ten hours' battle, and that the Spanish losses were considerable.

DEATH OF AN AUSTRALIAN STATESMAN.

LONDON, October 9th.

Reuter's correspondent at Melbourne wires that the Hon. E. L. Batchelor, Minister of State for External Affairs in the Commonwealth Government, has died of heart disease while hill-climbing.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ROYALIST RISING IN PORTUGAL.

REPUBLICANS PURSUING MONARCHISTS.

LONDON, October 9th.
It is reported from Oporto that the Republican troops occupy the chief strategic position, and that detachments are pursuing Monarchist bands.

ROYALISTS AT VINHAES DISPERSE.

The Royalist column at Vinhaes is reported to have dispersed. DEFEAT OF BRAGANZA ROYALISTS.

A Lisbon despatch says that the Royalists in Braganza have been defeated, and have withdrawn to Spain.

The Cavalry pursued them almost to the frontier, and two of the pursuers were wounded.

LOYALTY OF TROOPS TO THE REPUBLIC.

The newspapers state that the failure of the Royalists in Portugal is due to lack of support by the inhabitants and the loyalty of the Republican troops, but they admit that there is a fresh small concentration of Monarchists at Salgueiros.

Guerrilla operations are proceeding in the district of Vianna do Castelo.

It is reported that the Duke of Oporto has arrived on the frontier.

SKIRMISHING NEAR VINHAES.

LATER.

Reuter's correspondent at Lisbon wires that skirmishing is proceeding in the vicinity of Vinhaes, but the losses of neither side is known.

WAR MINISTER RESIGNS.

Reuter's correspondent at Lisbon wires that the Minister for War has resigned.

SPEEDY PUNISHMENT OF CONSPIRATORS.

The Government has asked the President to convene an extraordinary session of Parliament with a view to securing means for the speedy punishment of the conspirators who have incited the people to rebellion.

GREAT CABLE TRUST.

ALL ATLANTIC LINES UNDER AMERICAN CONTROL.

The official announcement was made last month of the amalgamation of the Anglo-American Telegraph Company, the Western Union Telegraph Company, and the Dutch United States Cable Company. This means that the only two British companies operating between Europe and the Continent of America, pass under American control; and that in future all communications between Great Britain and America, for greatest self-governing Dominion, must pass over American wires.

Canada, the *Daily Express* recalls, brought forward a scheme for a State-owned all-British cable at the last Imperial Conference, but the answer of the Government has been to allow the United States to take over for ninety-nine years the leases of the two all-British private cable companies.

When the Postmaster-General was questioned about the projected combine in the House of Commons last May he said he was arranging for the Government to have certain powers of control over the rates for Transatlantic cable messages.

The vice-president of the Western Union Company, in a published statement, whittles this down considerably, and says that "subject to reasonable conditions, the cable rates shall be satisfactory to the Postmaster-General."

OFFICERS OF THE MERCANTILE MARINE.

The Imperial Merchant Service Guild have issued a statement on the inadequate pay of captains and officers of merchant vessels and on their grievances in regard to conditions of service. The Guild express the view that the captains and officers have been an ill-considered, even an oppressed, class. It is not only they who undertake enormous responsibilities in the interests of their owners, but it is upon them that the community is dependent for its food supplies. In war time the merchant service is indispensable for the safety and permanency of the Empire.

Representations have been made, and the Guild give a long list of shipping companies which have in recognition of loyalty during the strike granted to their captains and officers increased pay and improved conditions. These include the Union Castle, the Wilson, the Shire, and the White Star Lines, the General Steam Navigation, the City of Dublin Steam Packet, and the Clyde Shipping.

FORWARD SALES OF RUBBER.

The directors of the Saloba Estates have sold 24 tons of first latex crops rubber at 5s. 3s. per pound for delivery at seller's option, October-December, 1911.

The directors of the London Asiatic Rubber and Pro-nose Company (Limited), have sold a further three tons of first latex rubber at 5s. per pound, for delivery one ton per month during January, February, and March, 1912.

The directors of the Golden Hope Rubber Estate have sold three tons of first latex crops rubber at 5s. per pound, for delivery one ton per month during January, February, and March, 1912.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPAN'S NEW NAVAL PROGRAMME.

Tokyo, October 9th.

Great interest has been excited by the unofficial announcement of a new naval programme involving an expenditure of 530,000,000 yen, which is to be spread over a period of seven years.

The new programme includes seven battleships and five cruisers, which are to form the nucleus of a new home fleet.

The market is not disturbed, as it is anticipating the Diet's revision.

SUPREME COURT.

Monday, October 9th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPHEZ (ACTING CHIEF JUSTICE).

CLAIM FOR LOST LUGGAGE.

Mr. G. W. McEwen sued Dorabjee & Co., proprietors of the King Edward Hotel, to recover the sum of \$328, being balance due for loss of property and clothing suffered through the negligence of the defendants or their servants on November 28th, 1910, or in the alternative, damages for breach of contract in failing to convey the luggage safely to the defendants' hotel.

Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) appeared for the plaintiff, and Mr. D. Lewis (of Messrs. Johnson, Stokes & Master) represented the defendants.

Mr. Harris said the facts of the case were that either on the 28th or 29th November 1910, the plaintiff arrived in the Colony by the *Tenyo Maru* from Shanghai, bringing with him four pieces of baggage. On arrival at port he waited aboard the ship for about two hours until the runner of the King Edward Hotel came off. This runner was a new man, and not known to the plaintiff, but he handed the latter a card and said he was the runner, and the plaintiff believed that he was wearing a King Edward Hotel cap. Plaintiff handed over to him four pieces of luggage, then went ashore, and that evening stayed at the King Edward Hotel.

Next morning plaintiff discovered that one bag, which was full of folded linen, was missing, and reported his loss to Mr. Raymond at the office. Mr. Mehta, the manager, then being present. The runner on being sent for said he had been off to the *Tenyo Maru* to search for the missing bag, and Mr. Raymond subsequently told the plaintiff that in all probability what had happened was that the bag had by mistake been transferred to the *Tenyo*, which vessel was sailing for Malacca. In point of fact, a search was made when the *Tenyo* returned, but nobody knew anything about the bag. Plaintiff had on various occasions inquired at the office of Mr. Mehta and Mr. Raymond about the bag, and he certainly inquired the day after the loss, or at the very latest on the following day. They had received a letter from Dorabjee & Co., which would be put in, stating that no report of the missing bag was made until at least a fortnight after. No definite claim in writing was made by the plaintiff until the conclusion of the action between the same parties which took place about three weeks ago. Then the plaintiff was surprised to receive a letter from the defendants stating that they repudiated all liability, and that no report had been made until over a fortnight after. Mr. Harris submitted that if he could prove the bag was handed over to the man who was the runner and it did not arrive at the hotel, then the defendants were liable for negligence, because there could be no doubt that it was in the course of the employment of the runner to take charge of passengers' luggage.

After hearing evidence his Lordship entered judgment for the plaintiff for \$278 and costs.

COTTON LOAN FROM FRANCO-ENGLISH SYNDICATE.

Mr. Barrett, president of the Farmers' Union at Montgomery (Alabama), last month announced that he has made arrangements with a Franco-English syndicate for a loan of 75,000,000 dollars (\$15,000,000) with which to finance the present cotton crop. The syndicate will lend the money to the Union on the security of the cotton stored in Union warehouses charging 5 per cent. for it.

INTERNATIONAL RUBBER EXHIBITION.

Sir Henry A. Blake, President of the International Rubber and Allied Trades Exhibition, on the 14th ult., at the London Chamber of Commerce presented two trophies awarded at the recent exhibition. The first was a 100-guinea shield given by the *India Rubber Journal* for the best sample of plantation Para rubber shown, and the second was a 50-guinea silver trophy given by *Grosvenor's Rubber News* for the best sample of commercial plantation rubber grown in the Federated Malay States or Ceylon. The winners in both cases were the Singapore Rubber Company (Limited), Selangor, Federated Malay States, who secured in the first 99 points and in the second 93 points. The following were highly commended, receiving between 90 and 95 points:—The Siam Rubber Estate, Ceylon; the Tromelby Rubber Company (Limited), Federated Malay States; the Sikkim-Baja Rubber Company (Limited), Federated Malay States; the Highlands and Lowlands Para Rubber Company (Limited), Federated Malay States; the Galleo Rubber Estate, Ceylon; and the Kianang Produce Company (Limited), Federated Malay States.

THE KWONG WA HOSPITAL.

OPENED BY H.E. THE GOVERNOR.

The new Kwong Wa Hospital, which has been erected at Yau-mai by the Chinese gentry of Hongkong, and which is a branch of the Tung Wa Hospital, was opened by his Excellency the Governor yesterday afternoon in the presence of a large attendance. The ceremony took place under a large flag bedecked with the main entrance to the hospital, and there were present, among others, the Hon. Dr. J. M. Atkinson, the Hon. Mr. W. D. Barnes, the Hon. Mr. W. Chatham, C.M.G., Hon. Dr. Ho Kai, C.M.G., Colonel Bodford, Bishop Proulx, Dr. G. H. Fitzwilliams, Mr. E. D. C. Wolfe, Mr. van Wier, the Hon. Mr. A. W. Brewin, C.M.G., Dr. D. Allen, Dr. I. Mitchell, Rev. Father Watson, Rev. Father Spada, Dr. Kelly, C. Forryth, J. W. Hartley, C. M. Hearnley, Mr. P. J. Wodehouse, Mr. H. W. Bird, Mr. Chan Kai Ming (Chairman of the directors of the Tung Wa Hospital), Messrs. Ho Kom Tong, Sin Tak Fan, Lau Cha Pak, Ng Hon Sze, Yung Hin Pong, Liao Tze Sang, Chau Siu Ki, Leung Pui Chi, Tang Wai Kong, Ho Ngok Lan, Li Yan Chuen, Chi Hing, Chu Lai Chan, Ka Fai Shan, Wong Kam Fuk and a number of ladies.

In two lines stretching from the gate to the main entrance of the building, the visitors were drawn up awaiting the arrival of his Excellency, while on the roadway just outside the gate were several photographers with cameras directed on the assembly like so many cannons. As soon as H. E. the Governor arrived, accompanied by Captain Simson, Private Secretary, Mr. Chan Kai Ming addressed him as follows:—Your Excellency, the population of the Kowloon Peninsula has increased steadily and continuously, and its claim to a hospital has been more and more urgent. In the year 1905, this fact commenced to attract the attention of the Government and the Chinese Community. In the following year, our popular and good Registrar-General, the Hon. Mr. Brewin, whose name is a household word with all Chinese families, convened two meetings of the leading Chinese residents. The result of the meetings was that the Chinese Community accepted the task of building a hospital for the Chinese on the Kowloon Peninsula to be affiliated with the Tung Wa Hospital. A Committee was then formed consisting of the Hon. Dr. Ho Kai, the Hon. Mr. Wei Yuh, Mr. Lau Chu Pak, and other Chinese gentlemen, with the Hon. Mr. Brewin as Chairman. A Sub-Committee was appointed to have the necessary plans drawn up, and to enquire into the cost of the proposed building, and to devise means of raising subscriptions for the cost and maintenance of the hospital. Sir Matthew Nathan, the then Governor, was approached for the grant of a site. He welcomed and approved of the scheme, and personally selected this spacious and central site, which contains 2.84 acres. The grant was made by the Secretary for the Colonies in 1907. Subscriptions were in the first instance invited privately, and up to March, 1907, the sum of \$38,000 had been subscribed. Stimulated by this success, the Committee invited public subscriptions amongst their own compatriots, and I am pleased to announce to your Excellency that up to July this year the subscriptions amounted to \$65,000. The plans for these handsome buildings were prepared by Messrs. Palmer & Turner, and in June, 1908, the levelling of the site, which cost \$8,500, was commenced. Considerable delay took place in the letting of the contract for the building, as the Committee was anxious to keep the expenditure as low as possible. The contract was ultimately let on the 8th October, 1909, to Messrs. Hop Lee, contractors, through Messrs. Palmer & Turner, for \$76,400, and the building, except a few minor details, was completed in May this year. Besides the sums I have mentioned, \$5,200 have been spent on extra materials and fittings, \$8,000 on the foundations, and \$4,500 on additions to the anatomical theatre, and on a waiting-room and storm water pipes, etc. The theatre is considered to be one of the best in this Colony. The total expenditure up to the present date is \$112,000, and we must be prepared to spend probably another \$5,000 on some minor details. The opening of the hospital would have taken place earlier had it not been for the deficit of about 30,000 dollars, for which the Committee felt compelled to make further appeals to the Chinese Community. These further appeals have, so far, brought in \$22,000, which together with the generous grant of \$10,000 so kindly made at the public meeting of the subscribers to the Coronation Fund will be sufficient to meet the balance of the cost of this Hospital. As recognition that the \$10,000 allotted to us came from the Coronation Fund we have undertaken to name the ward for women and children "Queen Mary's Ward." As Chairman of the Tung Wa Hospital, I, on behalf of my colleagues and the Chinese public, tender to your Excellency and the Government our heartfelt thanks and gratitude for a subsidy of \$8,500 per annum towards the maintenance of this Hospital, and we accept most willingly the Government's stipulation that the Resident Doctor should be a certified Chinese gentleman practising in Western medicine. The thanks and gratitude of the Committee of the Tung Wa Hospital are also due to the subscribers for their liberal donations. Their names with the respective amounts contributed as well as the names of these public-spirited gentlemen who made a gift of furniture, costing not less than \$3,000, will be preserved in the archives of this institution. We also desire to tender our thanks to the architects, Messrs. Palmer & Turner, not only for the handsome design they prepared

for us for this building and for their careful supervision of the work, but for their generosity and good-heartedness in contributing part of their well-earned fees towards the funds of this hospital. On this auspicious occasion, Sir, we cannot forget the advice and support so cheerfully and willingly given at all times by our good Registrar-General, the Hon. Mr. Brewin, to which our success is mainly due. Truly, Sir, none the less, our deepest gratitude is due to your Excellency for the keenest interest you have taken in all matters concerning our welfare. You, Sir, have proved to be not only one of the most capable rulers the Home Government has ever sent out to this far distant possession, but we have found in you, Sir, a friend and sympathiser. (Applause.) In spite of the tremendous call on your time, you have on many occasions not only visited this place to watch the progress of the building, but frequently evinced the greatest anxiety to have this institution completed as soon as possible in order that the poor sick from the surrounding villages may be treated on the spot instead of having to be carried across the harbour under all conditions of weather to the Tung Wa Hospital, a distance of about three miles from here. Our deepest regret is that Lady Lugard is unable to be present here to-day. We regret her absence the more because, like yourself, her Ladyship is always foremost in education, hospital and all work of a charitable nature. This hospital, which we have named the Kwong Wa Hospital, contains 8 wards with 70 beds, which we recently pray will not at any time be fully occupied. I will not detain your Excellency any longer, but I shall ask you, Sir, to declare this institution open for the reception of patients. (Applause.)

His Excellency replied:—Mr. Chan Kai Ming and Gentlemen, As you have told us, the inception of this hospital dates from a period antecedent to my own arrival in the Colony, and this excellent site was selected by my predecessor, whose judgment I commend, for I think no better site could have been proposed. But the scheme was still in its infancy when I came, and I have watched its development with the keenest interest. There is nothing in this Colony which seems to me more admirable and more worthy of the support of the Government than these charitable organisations initiated by the Chinese gentlemen of Hongkong for the welfare of the sick, the destitute and the aged among their own people, carried out by funds subscribed by themselves, managed, and managed most capably by their own directors on their own lines. And one admirable feature of such undertakings is the attitude of mutual co-operation and assistance between the Government and the promoters of these schemes. There is no such thing as Government interference on the one hand, or of Government apathy and indifference on the other hand. Nor again do these institutions stand like excrecences detached from the general supervision of Government or outside its active cognisance. On the contrary, interference is replaced by co-operation, as Government has on all occasions granted a free site and an annual subsidy. So long as this spirit of co-operation and mutual confidence and assistance continues I have no fear but that the Chinese institutions in this Colony will be a model in the Far East, both as Chinese institutions and the organisation and management of them by the Chinese themselves on their own lines, which I may say is perhaps the highest form of civility. During the time that I have been here I have seen many of these institutions grow up and develop. There are the large extensions which you recently made to your central organisation, the Tung Wa, there are the dispensaries and plague hospitals, and now there is this magnificent Kwong Wa Hospital, costing in the neighbourhood of \$120,000. There is also, of course, the Po Leung Kuk, established long before I came here. In addition there is the University, in the management of which both on Court and Council the Chinese will bear their share. And quite recently I have laid a new burden on you, knowing well that my confidence will not be misplaced. Just as you have taken in hand the care of your sick and destitute and friendless in these institutions which I have named, and have managed them yourselves with a minimum of Government supervision, so I want you to interest yourselves, and on just the same lines, in the primary education of your children in your own language. This is a great and honourable task in which, with the co-operation, but not the interference, of Government, you will succeed as you have succeeded in all your undertakings. I thank you cordially for your kind allusions to myself and also to my wife. Lady Lugard returned to the Colony this morning, because she felt so much an invalid after her recent illness, and is confined to her room on the doctor's orders, or she would have been delighted to have been here this afternoon. I congratulate you most heartily on the completion of this splendid hospital, and I predict for it a career of continued and increasing usefulness as Kowloon develops with the increased traffic on the railway. But I hope with you it will never be full. I am glad and proud it has fallen to my lot to declare the hospital open to-day, and I wish it every possible success.

Mr. H. W. Bird, from the office of the architects, Messrs. Palmer & Turner, was introduced to his Excellency and, accompanied by Mr. Bird and Mr. Chan Kai Ming, and followed by the rest of the spectators His Excellency ascended the steps and opened the large front door.

As the door was opened a cheer was raised, but was immediately drowned in an explosion of crackers, the Chinese emblem of good luck. The Governor was then presented with a gold key as a memento of the occasion, and accompanied by a number of Chinese gentlemen he inspected the large and well-arranged hospital, as did the rest of the guests.

Refreshments were provided on the termination of the inspection, which concluded the opening ceremony.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, Sept. 20th.

LORD KITCHENER.

Lord Kitchener has just left to take up his new duties in the familiar land of Egypt, and though people are glad to see him again handling something of dignity, there are innumerable comments to be heard as to the greater need still for him at Home. That was, of course, out of the question, for the War Office would have feared the shaking up it would have received, and all the wires of Society would have been pulled to avert the appointment. From Egypt, however, there does not seem to be anything but satisfaction at the opening of a new period of administration. The Egyptian knows and respects a strong man far more than a merely genial one. They know there will be an iron hand over them and they feel that it will give their affairs stability.

THE WEEK-END HOLIDAYS.

I should say that this summer has broken all records for holiday-making, and the pleasure resorts must have coined money both in the number of visitors and the lengthier period of their stay. I could not help noticing last week-end the evidence that were around me of the pressure of English people from the Continent. Happening to be in Charing Cross Station I found a whirlpool of Continental visitors returning from various points *via* Boulogne, and on enquiry I found there was such a crush on the boat that three long trains had to be requisitioned to bring them all home to town. Why are we going abroad more than ever? Well, there has been a silly season correspondence on that subject in one of the morning papers, and though a few voices have been raised for the home resorts, nearly everybody has admitted that the foreigner is brighter, more obliging and, on the whole, less extortionate than the Britisher. It is possible to get breakfast abroad before eight and to get out of the routine of the hotel without the host meeting you with a non-passing at every step. That at any rate is my experience. Taking a few days myself across the Channel the other week, I wandered into a little bathing place and enjoyed immensely the freedom and unconventionality, as well as the cheeriness and obliging methods of the hotel people. I really don't wonder that more and more of us are saying—"We will go abroad again next year." In missionary circles there may be interest in the fact that at the unpretentious but admirable hotel where I stayed was the Rev. Lord William Gascoigne Cecil, rector of Hatfield, who takes such a lively interest in China missions. There he was in a very comfortable variety of the holiday clerical attire, enjoying himself with his family in the best of spirits and the least obtrusive way possible. Out of curiosity I glanced at the hotel book and found he had entered on a plane of ordinary nomenclature without titles. That may be the reason why he very nearly was refused rooms owing to the pressure. When I told the French madame of the hotel what his real quality was she uttered a few words of thanks that she had not made a *faux pas* in sending him away.

H. M. THE KING.
Our serious-minded monarch is really proving one of the hardest workers who has ever occupied the throne. In spite of his strenuous summer he is busy with plans for a long while ahead. Not only is he perfecting the details of the Delhi Durbar pageants, but he is arranging to make himself better known among his home-folks than any monarch yet. To this end there will be built next year a smaller yacht than any of the present royal vessels. It will be of about three hundred tons, steam-driven, of course, and affording most accommodation for small suites. Of shallow draught, it will be able to navigate rivers and channels into which other ships now in use by the Royal Family cannot go. On this new vessel he will pay surprise visits to naval establishments and ships at sea, and also to towns on the coast and up the navigable rivers from time to time. This year, on account of his Delhi trip, he is buying his Christmas presents fully six weeks ahead of the usual time. Also he intends before he leaves to inspect the site at Shadwell that is projected for a memorial park whereby the East End dockers' district may remember the late King Edward. Still another and an important matter marks his keen interest in the social affairs of his people. During his term as Prince of Wales and Duke of Cornwall the Duchy of Cornwall estate in South London, about thirty acres—was much criticised as an area of mean streets and human rookeries, where some of the most undesirable citizens of London congregated. The fact was the tenants could not be ejected till the leases fell in, but that has now almost been accomplished, so the King, who is superintending the inheritance of his son, the Prince of Wales, till he comes of age, is determined to remove the reproach that England has a royal slum land. Accordingly he has called in a garden city architect, and in place of the old tenements and noisome alleys, there are rising model houses with gardens and all the latest conveniences. Along with the rubbish the unwholesome public-houses have been swept away, so before long it will be possible to say that His Majesty is the model landlord of his capital city.

CUSTOMS AGREEMENT BETWEEN GERMANY AND JAPAN.

I hear that the full text of the customs agreement between Germany and Japan has been communicated to the Foreign Office here, and there is surprise that it is not more comprehensive. An abridged form of it was published when it was signed on July 1, but it was not expected that it by any means covered the whole ground. Now that the whole agreement is

available, however, it is seen that, except for the introduction of the supposed abridgement, really the whole of the essential points. Especially here consider it merely an experimental measure, to make the way for a later extension, for as it stands they do not see that it can help the development of trade between Japan and Germany to any great extent.

COTTON-GROWING IN THE CONGO.

From Brussels I learn that a great effort is about to be made to emulate the British example in empire-grown cotton. English cotton planters have proved that they can grow satisfactory cotton in Africa and the enterprising Belgians have come to the conclusion that they have in the Congo the right soil and climate for the growth not only of cotton but of jute. Accordingly, it is intended to set aside at once a large tract of inland territory for the enterprise and to give a government grant towards the establishment of a thoroughly up-to-date cotton factory in the Congo region. Before the last step is undertaken, however, reports will be considered from experts who are being sent to America, India and Egypt to study local methods and report as to their adaptability to the conditions of the Congo.

MILITARY AERONAUTICS.

We are told from time to time that our Government is paying sharp attention to the development of aeronautics as a military and naval aid. But it is clear that France has outstripped every nation in the measures she is taking to have this arm in full equipment without delay. While we have two small schools at Aldershot and Lark Hill and a hangar for seven aeroplanes on Salisbury Plain, with an additional naval school at Eastbourne, France has important military schools of aviation at Vincennes, Mourmelon, Satory, Rheims, Etampes, and Douai, while seven others are projected, one of them in Algeria, so that the desert currents of air may be studied. Besides that, France is about to extend the naval side of the aviation training, not merely in new schools, but also in a new design of ships that will serve as feeders for the naval aviation section while at sea. It is a strong belief of the French that the pilots are better trained when they have had experience of many types of aeroplanes, so at the Vincennes school, for instance, may be seen no less than thirty-two machines—five Wrights, four Blériots, eleven H. Farman, four M. Farman, two Dugues, four Sommers and two Antonettes. What is the nearest competitor to this standard? Not Germany, but Russia, and then comes Belgium. Germany has been experimenting in secret for three months or so, and the results are not known, and as to the naval side of it, they have a small establishment at Danzig on which some £300 has lately been expended on experiments. But that looks very meagre compared with the appropriation of £232,000 in the French estimates for this year for aviation, and the establishment of the "Corps d'Aéronautique" as a separate branch of the army, quite apart from the Engineer Corps, to which it was formerly attached.

POLITICAL ORATORY.

Clearly we are in a full state of competing oratory this autumn, for the Home Rulers and the anti-Home Rulers are both getting together all their ammunition for a renewal of the racket that was raised when Mr. Gladstone introduced his famous Bill that split the Liberal Party right through. At this moment the Eighty Club, the Liberal organisation for the supply of speakers to meetings up and down the country, is touring Ireland, thereby giving point to the gibe that having talked so much about Ireland they have now gone over to learn something about it. As the Nationalists are their constant hosts, one may be sure their observations will be well coloured. As to the Ulstermen, they are running a tour as well, with the redoubtable Captain Craig at their head, breathing fire and sword sentiment should Home Rule be granted. But, after all, I would not be surprised if before the measure gets through there will be such a reaction between Liberals and Labour men that the whole coalition will dissolve and the Parliament will come to an end. If that happens there will be more "fat in the fire" still, for the Labour men threaten to fight the Liberals with unusual vigour and the Liberal rank and file are crying out for a steady policy of repudiation, that is to say, for a consistent fighting of Labour candidates and "conservative" alike in all constituencies instead of making arrangements as at present with the Labour party to have certain seats left open to them so as to avoid triangular contests.

THE CROWN PRINCE OF GERMANY.

It is now stated, as was rumoured a few months back, that the Kaiser is minded to give ear to the representations that have reached him from the German merchants and officials in the Far East, and the Crown Prince will be despatched next year to complete the Asiatic tour that was interrupted last winter. Care will especially be taken this time not to lay the Prince open to the criticism that he is out merely for a sporting tour. He enjoyed himself so well in India at various sports that the commercially-minded Tanton at home complained that an excellent opportunity for German commercial expansion was being lost. On this China trip therefore the Prince will be expected to "boom" German manufactures.

BY RAIL FROM EGYPT TO INDIA.

From a reliable source in the City I am informed that a scheme is afoot and is strongly supported for the establishment of a direct and continuous British railway line from Egypt to the Indian frontier by way of Northern Arabia and Central Persia. There have been plenty of experts in the past to point out the fact that the shortest route was that way, but foreign spheres of influence have always stood in the way, and it has not been till now that the field has been clear for an all-British scheme. If it becomes an

established fact, as I am informed is more than likely, it will save no less than six days in the journey to India. Starting from the northern end of the Suez Canal the route is due east by way of the Gulf Akaba, El Jan, Basra, Shiraz, Kerman, Eastern Persia, and Reistan to the terminus on the Indian frontier at Nushki. Altogether it will be about 2,000 miles of road, while the sea route from Port Said to India is rather more than 3,000 miles. A detailed survey of the route is now being arranged, and the whole scheme is to be discussed at a meeting of the Royal United Service Institution at the opening meeting of the session early next month.

ROYALIST PLOTS IN LONDON.

KING MANUEL'S BID FOR HIS LOST THRONE.

The London Daily Express of the 14th ult. published under the above headlines the following:—

The Royalist plot developed in London for the purpose of restoring the ex-King Manuel to the throne of Portugal is about to be put into execution. A strong Monarchist force has mobilised on the frontier for the purpose of attacking the Republic, and it is reported in Lisbon that the ex-King's adherents have already entered the country.

CAMPAIGN PLANS.

LONDON, Sept. 13.

It is reported that the Monarchists have already crossed the frontier and begun their advance on the capital, but it is impossible to get in confirmation here. The Government declares that the country is tranquil.

There is undoubtedly a strong Royalist organisation and a well equipped force including a number of foreign volunteers, waiting for a favourable opportunity to descend on Lisbon by way of the northern provinces.

Republicans are condemning the attitude of Spain in not dispersing the Portuguese Monarchist assembly along the frontier. Reputed representatives have been made by the Lisbon Government, but Spain considers that sufficient troops have been sent to the border, and sufficiently over-armed men already taken. She is following the attitude of France, who refused to expel Spanish revolutionaries from St. Jean de Luz.

The merchants of Vigo and other Spanish towns are profiting by the presence of large numbers of Portuguese exiles, and they have asked the Government not to expel them. The Portuguese Government is aware that Monarchist conspiracies are being conducted openly on Spanish territory, and its despatch of more Republican troops to the frontier indicates a feeling of nervousness regarding the intentions of ex-King Manuel's followers.

The new Ministry is working energetically to suppress Royalist plots. Hardly a day passes without the discovery of a new conspiracy, and a number of persons have been taken into custody at Vianza de Castello in suspicion of being in communication with the Royalists in the frontier.

THE FOREIGN LEGION.

Recruiting in London for the Portuguese royalists has been stopped, if not for good, at any rate for a time. The leaders are being closely watched by the Portuguese Legation, and it is thought the movement will fall now that the British Government have recognised the Republic.

Nevertheless, royalists are dribbling volunteers over to the borders of Portugal in sections of between eight and a dozen at a time. An interpreter accompanies each section.

Some are travelling by the overland route, others by way of Almeria, a port in the south of Spain, whence they proceed by the Spanish railway to the Portuguese frontier.

Some have been turned back, but as they have not returned to London it is assumed that they have found their way to the camp of Captain Paine Conceicao, the royalist leader, by another route.

Three aeroplanes of British make and design were sent a month ago. The machines were tested on Salisbury Plain. Each one has a certified pilot and two mechanics in charge. Many officers of irregular South African corps have been asked to join the forces of King Manuel, and over eighty offered their services.

Overtures were made in the first place to Lieut. Colonel D. B. Driscoll, D.S.O., chief executive officer of the Legion of Frontiersmen, who was offered the command of the Royalist forces.

"It was a really romantic proposal, made in all good faith," said Colonel Driscoll to an Express representative last night.

"Some time ago a well-dressed man of about forty years of age came to me, without giving any name or address, and asked me whether I would organise a force of five or ten thousand men who would be willing to restore King Manuel to the throne of Portugal."

"He told me that the Royalist party, for whom he was acting, had plenty of money, and that all the details of organising the force would be left to me. I was to be the officer in charge, with unlimited authority and power to appoint all the officers."

"He said that until he was assured I was willing to not be preferred to not to give me any further details about himself or those for whom he acted, but he invited me to see a high Portuguese official who was then in London to discuss the scheme further."

"I told him that I could not consider the matter further until I had asked the advice of a relative who was formerly a member of Parliament and well acquainted with the Portuguese situation."

"This gentleman saw a prominent member of the British Government, before whom the matter was laid unofficially, and he at once possibly pronounced any such movement."

"It was told that if the British Government had official knowledge of any such proposals, immediate steps would be taken to interfere, and it was against the wishes of the Government that any Englishman should interfere in Portuguese affairs."

"If any Englishman undertook such a risk, the British Government would be unable to save them, and if captured they would be shot without appeal."

"My strange visitor called again about ten days later for my answer, and I at once told him that the Legion of Frontiersmen could not possibly be employed for any such purposes, and I declined to go into the matter any further."

Senhor Teixeira-Gomes, the Portuguese Minister, is well informed of the movements of the Royalists in London, and any information of importance that is once despatched to the British Foreign Office.

INTIMATIONS

RID OF HORRIBLE ITCHING PAIN

Sores on Arms, Legs and Toes. Could Not Sleep at Night for the Pain. Gave It Up as Incurable.

Used Cuticura Treatment and Has Never Seen Any Sores Since.

"Sores first commenced on my arms about January, 1908, and I thought they would go away as they came, but they didn't. The next part they affected was my legs and toes, and I could not sleep at night for the pain, especially when I got warm. About July, I saw a chemist whom I was well acquainted with, and he gave me some pills and ointment, and also a powder. After about a month the spots still remained, and were as bad as ever, so I went to a hospital, and they also gave me some ointment to use after using four boxes of this, I was cured."

"One night I saw what the Cuticura Remedies had done for me. After using a box of Cuticura Ointment, I felt the itching and burning go away. I then obtained a box of Cuticura Soap, and after using one box, I felt a great deal better. I had altogether three boxes of Cuticura Ointment, and have used the Cuticura Soap regularly since then. After I was cured, I have never seen a sign of any of the sores since. I do not know what the spots were, but I thought they were eczema. I am now following with joy to think I have gotten rid of such a horrible itching pain." (Signed) Peter Barrow, 34, Leavelle Road, Liverpool, England, Nov. 3, 1909.

Cuticura Remedies are sold throughout the world. Sole Agents: London, 27, Chancery Lane, W.C.2. Depot: London, 27, Chancery Lane, W.C.2. Depot: London, 27, Chancery Lane, W.C.2. Depot: London, 27, Chancery Lane, W.C.2. Depot: London, 27, Chancery Lane, W.C.2.

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SILVER CUPS, PRESENTATION PLATE, TEA SERVICES.

PRINCES PLATE, TABLE WARE, CUTLERY,

FISH KNIVES and FORKS, DRESSING CASES with SILVER FITTINGS,

LEATHER HAND-BAGS, and WALLETTS, RAZORS.

THE TOYO KAISEN KAISHA.

HALF-YEARLY GENERAL MEETING.

The half-yearly general meeting of shareholders of the Toyo Kaiken Kaisha was held recently in the Toyo Chamber of Commerce building. Mr. Asano, President of the Company, presided. The following accounts for the first half of this year were presented and passed:—

	Yen.
Profit	329,847
Brought forward from last account	13,289
Total	343,136
To reserve	17,000
Dividend (12 per cent. on new shares and five per cent. on old shares)	318,500
Carried to next account	7,636

PAPER TOWELS.

Perhaps nowhere more than in India, where the difficulties of the laundry and the almost hopeless want of cleanliness among the masses which take service as servants, ruin the health and spoil the temper of so many people will the new movement in favour of using paper towels and other articles be more welcomed by people who keep house, says the *Englishman*. The movement has caught on, it appears, in the most extraordinary way in the United States, where it is not alleged that servants are uncleanly, but where it is very difficult to obtain any at all, and laundry charges are exorbitant. Apart from individual households, paper towels are being used in increasing quantities in schools, clubs, and hotels. They are used once and then destroyed. Not only do the paper towels save labour and laundry expenses, but doctors have come forward to state that the custom of using them will do much to prevent the spread of skin and other infectious diseases. In Saratoga towels made of paper have been officially introduced into the High School. In New York the Superintendent of Public Buildings has introduced paper towels and cups into all the buildings in his care. The same thing is happening in Canada, where the School Board of Ottawa has put paper towels and cups into all the schools. The price of the towels is about one-eighth of a penny each.

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Hongkong, 13th October, 1911. [1261]

AMERICAN ASIATIC S.S. Co.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRAMAYO."

Captain Theo. B. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 16th inst., at 10 a.m.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **HEWITT, TOMES & Co.**, General Agents.

Hongkong, 9th October, 1911. [1259]

"MOGUL" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship "CHAZEE."

FROM GLASGOW AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & Co., Ltd.**, Agents.

Hongkong, 9th October, 1911. [1250]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains—

Far Eastern News.

Leading Articles.

Yuan Shi-Kai.

The Russo-Italian War.

Japan and China.

Railways in China.

The Royalist Rising in Portugal.

The Railway.

Trade and Trade in China.

Random Reflections.

Man Burned to Death.

Hongkong News.

The Flood at Swatow.

Engagement of Miss Jordan.

Steel Drums for Manchuria.

Canton News.

A Modern Navy for China.

The Opening of the Railway.

Wreck of a German Steamer in a Typhoon.

Anniversary of the Portuguese Republic.

Official Landing of American Admiral.

Steamboats for Hongkong.

Hongkong Children.

The Late Sir H. N. Mody's Stable to be Sold.

The Late Sir Robert Hart.

Japanese Steamer Founders in a Typhoon.

The Chinese Imperial Guards.

Wei-Hai-Wai.

Canton and the Railway Policy.

The Commerce of Hongkong.

The Death of Captain J. W. Saunders.

Slump in Rice.

The Fifth Gymkhana.

Chinese Ploughs.

The Kowloon-Canton Railway.

Trade Reviving in Shanghai.

Labour for Hawaii.

The Examination of Chinese Engineers.

Supreme Court.

Master School's Sale of Goods.

Company Report.

Canton Insurance Office, Ltd.

China Light & Power Co., Ltd.

The Dairy Farm Co., Ltd.

Company Meeting.

The Dairy Farm Co., Ltd.

Shanghai Cotton Manufacturing Co., Ltd.

Hunan Railway.

Local Sport.

The Royal Hongkong Yacht Club.

Hongkong Football Club.

St. Andrew's Church Bazaar.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance, postage 2.

Hongkong, 10th October, 1911.

WANTED.

FURNISHED ROOM with Board in Kowloon, for let November. State terms.

Care of "Daily Press" Office.
Hongkong, 3rd October, 1911. [1232]

SITUATION VACANT.

WANTED, ASSISTANT HOTEL MANAGERESS, for KOBE, JAPAN, one with Knowledge of Music preferred. Write giving references and Salary required and enclosing Photograph.

To—

E. E. JONES, Kobe, Japan.

[1241]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the DOUGLAS STEAMSHIP COMPANY, LIMITED, will be held at the Company's Office, THIS DAY (TUESDAY), the 10th day of October, 1911, at 12 o'clock noon, when the submitted resolution which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of September, 1911, will be submitted for confirmation as a Special Resolution—

1. That Art. 18 (3) of the Company's Articles of Association be altered by substituting the sum of \$50,000 for the sum of \$25,000 in line two.

Dated the 26th day of September, 1911.

DOUGLAS, LAPEAUX & Co., General Managers.

[1195]

SOCIETE DES PULPES ET PAPIERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a Third and Final Call of Dollars Five (5) HAIPHONG CURRENCY—Dollars Five and Cents Five (505) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 14th October, 1911.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 14th, and SATURDAY, the 21st October, 1911.

The Provisional Liquidators may be sent in to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Buildings, for endorsement after payment has been made on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 21st October, 1911.

By Order of the Board of Directors,

T. F. HOUGH, Chairman.

Hongkong General Purposes Committee.

Hongkong, 25th September, 1911. [1194]

GULA-KALUMPONG ESTATES, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st October, 1911, both days inclusive.

By Order of the Directors,

LOWE, BINGHAM & MATTHEWS, Colonial Register.

Hongkong, 7th October, 1911. [1253]

HONGKONG CORINTHIAN YACHT CLUB.

THE ANNUAL GENERAL MEETING

will be held at the Club House on TO-MORROW (WEDNESDAY), 11th Oct. 1911, at 5.30 p.m., for the purpose of considering and passing the Annual Report and Statement of Accounts for the year 1910-1911, and election of officers for the ensuing year.

An Extraordinary General Meeting will be held immediately after the above to consider and pass the revised rules.

ALEX. P. STORRIE, Hon. Secretary.

Hongkong, 9th October, 1911. [1254]

CREDIT FONCIER D'EXTREME-ORIENT.

NOTICE.

A BRANCH OFFICE of the above has been OPENED This Day at No. 2, QUEEN'S BUILDING, Hongkong.

L. J. BERNIS, Manager.

Hongkong, 2nd October, 1911. [1234]

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on MONDAY, OCTOBER 9TH—

ENGINEERING SECTION—

Building Construction and Drawing.

Field Surveying.

Machine Drawing.

Steam.

Mathematics.

Applied Mechanics.

Physics.

Commerce SECTION—

English.

French.

Chinese (Cantonese Colloquial).

Shorthand.

Bookkeeping.

Science SECTION—

Chemistry: Theoretical and Practical.

Metallurgy.

Physics.

Electricity.

First Aid to the Wounded.

TEACHERS' CLASSES—

English and Methods of Teaching.

Kindergarten.

Copies of the prospectus and entry forms for intending students may be obtained on application to the Undersigned.

E. RALPHS, Director.

Hongkong, 5th October, 1911. [1242]

BROWN, JONES & Co.

41, Morrison Hill Road.

METAL AND PORCELAIN WREATHS, CROSSES, ANCHORS, HEARTS and GLASS CASES from \$5.00 up.

MEMORIALS, new designs in stock.

Telephone 423.

Hongkong, 1st June, 1911. [1776]

STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

SILK FANCY GOODS

of all kinds

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS

D. CHELLARAM,

56, Queen's Road.

Hongkong, 2nd October, 1911. [1217]

INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 97.)

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NEW STOCK OF

INLAID LINOLEUMS

2 Yards Wide.

NEW DESIGNS. COLOURS GO THROUGH TO BACK

PRINTED LINOLEUMS

2 and 4 Yards Wide.

PLAIN BROWN LINOLEUMS

2 Yards Wide.

HALL and STAIR CLOTHS

2 and 1 Yard Wide.

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CHALLEN, DORNER, SQUIRE,

ALLISON, etc.

For CASH, HIRE or INSTALMENTS

LANE, CRAWFORD & CO.

[1088]

FOR SALE

FOR SALE.

THE well-known Yacht "CASTLEPEAK" Cabins and Saloon Handsomely Furnished—every convenience. Two suits of sails (new) 2 anchors, chains and all accessories. In perfect condition. For further particulars apply to—

MR. OTTO KONG SING, Solicitor, 12, Queen's Road Central.

Hongkong, 5th October, 1911. [1246]

FOR SALE.

A Moderate Price, 40 ACRES of LAND in the Colony, suitable for Chicken Farming or Raising Pigs or Cattle.

Apply to—

Case of "Daily Press" Office.

Hongkong, 12th August, 1911. [1022]

FOR SALE.

DERINGTON, 7-Roomed House, Peel Road, beautiful situation.

For Terms, apply to—

C. SCHROTER, Care of Messrs. GARRIES, BORNES & Co., King's Buildings, IIIrd.

Hongkong, 10th July, 1911. [923]

ON SALE

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HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route from CANTON TO WUHOW.

[1197]

AUSTRALIAN BUTTER.

There is

Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm and sold as ice.

THE DAIRY FARM CO., LTD.

[1236]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS,

CIGARS, BOOKS, &c.

Just Received a Fine Selection of FLOWER and VEGETABLE SEEDS.

Also for Sale

A few rare Macao provisional Stamps of 1 cent POSTAL 2 cent and 5 cent.

surplus god Cut Stamps.

Inspection Invited.

[1221]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS—

SHANGHAI \$1,500,000

SILVER \$16,750,000

\$31,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS.

G. H. MEDBURGH, Esq., Chairman.

E. SHELLEY, Esq., Deputy Chairman.

F. H. ARMSTRONG, Esq., F. Lieb, Esq.

Andrew Forbes, Esq., W. L. Patterson, Esq.

G. FRIEDLAND, Esq., Hon. Mr. C. H. ROSS.

C. S. GABBY, Esq., H. A. SIEB, Esq.

G. R. LAURENT, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

SHIPPING IN PORT.

STEAMERS

ARABIAN, Danish str., 4,513, J. B. Corbett, 4th Oct.—Antwerp 27th Aug., General, Paper and Iron—Melchers & Co.

BUYO MARU, Japanese str., 3,247, T. Sagami, 29th Sept.—Mol 24th Sept., Coal and Oil—Toyo Kisen Kaisha.

CANARA MARU, Japanese str., 3,873, K. Hori, 5th Oct.—Yokohama and Shanghai 2nd Oct.—General—Osaka Shosen Kaisha.

CHONGSHING, British str., 1,223, V. Liddell, 8th Oct.—Tientsin and Ports 1st Oct.—General—Jardine, Matheson & Co.

CHILDAE, Norwegian str., 1,102, H. Nilsen, 4th Oct.—Bangkok 26th Sept., General—Aagaard, Thorsen & Co.

CHINKIANG, British str., 1,229, Kay, 7th Oct.—Hainan 4th Oct., Coal—Butterfield & Swire.

CHONGSHING, German str., 1,025, T. Bridon, 7th Oct.—Bangkok 27th Oct., Rice and Rosewood—Butterfield & Swire.

CHOSHUN MARU, Japanese str., 1,301, K. Sakurai, 7th Oct.—Fuzhou 4th Oct., General—Osaka Shosen Kaisha.

CHOWANG, British str., 1,424, M. Courtney, 6th Oct.—Shanghai 24th Sept. and Swatow 5th Oct.—General—Jardine, Matheson & Co.

DEYAWANG, German str., 1,057, E. Gathmann, 29th Sept.—Manila 25th Sept.—Butterfield & Swire.

FLINTSHIRE, British str., 2,404, J. C. Cundy, 7th Oct.—Singapore 1st Oct., General—Jardine, Matheson & Co.

FUKUO MARU, Japanese str., 1,946, S. Kumawaki, 4th Oct.—Mol 25th Sept., Coal—Mitsui Bishi Kaisha.

GERGORY APAC, British str., 2,961, S. H. Belton, 4th Oct.—Mol 29th Sept., General—David Sassoon & Co.

HATTAN, British str., 1,182, J. S. Roach, 8th Oct.—Swatow 7th Oct., General—Douglas, Laprak & Co.

HALVARD, Norwegian str., 1,056, C. Andersen, 8th Oct.—Bangkok 27th Sept. and Hoihow 7th Oct.—General—Siam-China S. S. Co.

HONGKONG, French str., 739, A. Cornelissen, 6th Oct.—Haiphong 3rd and Pakhoi 4th Oct.—General—A. R. Marty.

KEONGWAI, German str., 1,771, P. Nicolaisen, 5th Oct.—Bangkok and Swatow 4th Oct.—Rice and Meal—Butterfield & Swire.

KIANG PINO, Chinese str., 1,222, H. Udden, 5th Oct.—Chinkiang 29th Oct., General—Chinese.

KUMBER, British str., 4,006, G. B. McGill, 6th Oct.—Manila 3rd Oct., General—Bank Line Ltd.

KWANGCHOW, Chinese str., 1,535, Stewart, 5th Oct.—Shanghai 1st Oct., General—C. M. S. N. Co.

LYEONOR, German str., 1,238, V. Pilgrim, 25th Sept.—Saigon 21st Sept., Rice and General—Chinese.

MARIE, German str., 1,169, H. Schlichter, 7th Oct.—Saigon 2nd Oct., Rice and General—Jensen & Co.

MONTAGUE, British str., 6,153, W. Davison, 8th Sept.—Vancouver via Japan and Shanghai 5th Aug., General—Canadian Pacific Railway Co.

PREMIER, British str., 1,055, J. H. Scott, 28th Sept.—Saigon 23rd Sept., Rice—Chinese.

PONTOON, German str., 998, W. Botsford, 5th Oct.—Bangkok 28th Sept., Rice and Teakwood—Butterfield & Swire.

RUBY, American str., 1,408, S. A. Crosby, 26th Sept.—Manila 23rd Sept., General—Shewan, Tomes & Co.

SIAM, British str., 992, Robt. A. Binns, 2nd Oct.—Singapore 25th Sept., Kerosene oil—Asiatic Petroleum Co.

SIGNAL, German str., 907, J. Soersen, 6th Oct.—Port Courbet 1st Oct., Coal—Jensen & Co.

SUNGLANG, British str., 987, M. Mathias, 1st Oct.—Haiphong 25th Sept., General—Butterfield & Swire.

TENTO MARU, Japanese str., 7,263, E. Bent, 3rd Oct.—San Francisco via ports 6th Sept.—Mails and General—Toyo Kisen Kaisha.

TAIRUN, Chinese str., 1,612, R. G. Paratore, 4th Oct.—Shanghai 28th Sept., General—C. M. S. N. Co.

TAMBA MARU, Japanese str., 1,234, K. Noda, 1st Oct.—Seattle and Shanghai 28th Sept., General—Nippon Yusen Kaisha.

TAMING, British str., 1,370, G. H. Pennafather, 6th Oct.—Manila 3rd Oct., General—Butterfield & Swire.

TEODAS, Dutch str., 573, J. Janssens, 23rd Sept.—Batavia 13th Sept., Sugar—Java-China-Japan Ltd.

TYMANOR, Dutch str., 3,510, N. von Juraane, 25th Sept.—Macassar 17th Sept., Sugar—Java-China-Japan Ltd.

TSURUGISAN MARU, Japanese str., 2,559, S. Watanabe, 7th Oct.—Mol 1st Oct., Coal—Mitsui Bishi Kaisha.

WING, British str., 1,227, Howard, 24th Sept.—Kobe and Butterfield & Swire.

ZANTON, American str., 1,610, M. C. Smith, 8th Oct.—Manila 4th Oct., Hemp and Sapanwood—Shewan, Tomes & Co.

LATEST STEAMER MOVEMENTS.

The *Admiral* str. *Catherine* departs from Calcutta left Singapore on the 6th inst. afternoon, and may be expected here on or about the 12th inst.

The *L.G.M. str. Prinz Eitel Friedrich*, which left here on the 5th inst., at 9 a.m. arrived at Shanghai on the 8th inst., at 4 a.m.

The *H.A. Line str. Vandula* left Sabang on the 6th inst. a.m., and may be expected here on or about the 15th inst. a.m.

The *"Ben" Line str. Benavon* from Antwerp, Middlesbrough and London, left Singapore on the 7th inst. for this port.

The *P. & O. S. N. Co. str. Nore* arrived at London on the 7th inst. a.m.

The *L.G.M. str. York*, carrying the German Mails with dates from Berlin of the 20th ult., left Colombo on the 8th inst. a.m., and may be expected here on or about the 19th inst.

The *Dodwell New York Line str. Satsuna* left Rangoon on the 9th inst. at noon, and is therefore due here on or about the 11th inst., at noon.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [609]

HEAT PROSTRATION.

ITS TREATMENT AND CURE.

Exposure to heat may cause faintness or exhaustion, or may produce still more serious effects on the brain and nervous system, including excitement, unconsciousness, and, if very severe, death from asphyxia.

In the event of an attack, the sufferer should be removed to the shade, his tight clothing loosened and cold water applied to the head. As soon as possible, he should be taken home, and if the face be flushed and the skin hot, cold water and ice, if it can be obtained, should be applied over the head and body and medical aid should be sought. These instructions are based on the writing of that great authority on the preservation of life in India, Sir Joseph Fayrer, but they are, of course, the most extreme of what should be done. Still, their prompt carrying out may save life, and they should, therefore, be kept prominently in mind by everyone to be made use of when necessary.

After the immediate results of the exposure have been counteracted, the question of diet on which the maintenance of the sufferer's life and health depends is the one which demands consideration. It is obvious that when weakened, as all the natural forces are the stomach and digestive organs generally are in no condition to deal with the ordinary articles of diet, many of which impose a tax on the digestion. The food should, therefore, be of the blandest and most nutritious character, so as to put the least possible strain on the digestive organs. At the same time, the diet should be as revitalising and restorative as possible.

THE QUICKEST RESTORATIVE.

It needs no great knowledge of dietetics to appreciate the fact that relatively few articles combine these two necessary and important qualities. One, however, does fulfil these two requirements in a supremely advantageous manner. This is Santogen. Composed of the body-building part of the purest milk, chocky combined with that salt of phosphorus, which is found in the nervous system, it is one of the blandest—as it is the most-nutritious—revitalising and reinvigorating foods known to Science. Its use, in many cases, followed by such a sensation of well-being that a well-known writer has described it in the words, "Almost immediately after taking it, I feel as though a stream of liquid life has been poured into me."

Even those people who do not react so rapidly to its benefits, very soon experience a sensation of strength and revitalization which are particularly gratifying after the feeling of utter prostration and lack of tone which are so characteristic of the results of heat. In this connection the following letter from Mr. Thomas Lynn, Calcutta, will be read with particular interest, for it shows how Santogen enables even those who have to fight against the effects of heat when their bodily forces are weakened by disease derive immediate health and strength from the preparation.

AND THE SUREST, TOO.

Mr. Lynn writes:—"I was a broken-down wreck of a man, far as health goes, and had been a martyr to Malaria for four years, being constantly in the hands of the doctors, and becoming weaker and weaker, with the natural run-down condition and its accompanying, brain fog, nervousness and dyspepsia. Everybody advised me to go to the hills for some months; but this was impossible. Santogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—may, for the best. I shall always highly recommend Santogen everywhere I go. You will readily understand what a boon such an invigorator of life is to people out in the tropics who have the awful heat to fight against. This is very the land of breakdowns, hence there are many thousands who appreciate what Santogen has placed within their reach—'A new lease of life.'"

Santogen may be obtained of A. S. WATSON & Co. Hongkong; SINGAPORE CO., LTD., 215-221, Des Voeux Road, Hongkong, and of all Chemists.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .558g. at 6¢, 3¢ and 75¢ per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 25th October, 1906 [608]

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WM. POWELL, LTD.

"PHOENIX BRAND"

Pure English Silk **SOCKS**

IN ALL COLOURS.

(REMARKABLE VALUE.)

\$2.00 per pair 6 pairs for \$11.00

GENTS. OUTFITTERS. 28, QUEEN'S ROAD. [1130]

COMPANY MEETING.

NORTH CHINA INSURANCE CO., LTD.

THE PROPOSED AMALGAMATION.

The North China Insurance Co., Ltd. held its eighth ordinary general meeting at Shanghai last week. There were present: Mr. Wm. Meyerink (presiding), Messrs. Alex. McLeod, Jas. N. Jameson, Harry De Gray, and R. McEwen Dalglish (directors), H. G. Simms (Secretary), A. S. P. White-Cooper, E. C. Richards, J. Samson, J. M. Young, A. C. Hunter, Hans Vogler, H. Morris, H. Little, W. Nation, E. J. Wilkinson, and A. J. Hughes, representing 1,211 shares.

The Chairman spoke as follows:—Gentlemen, The report and accounts having been in your hands for some time, I propose to take them as read. The business before the meeting is:—The passing of the report and accounts; the declaration of a final dividend and bonus to contributors; the placing of £15,000 to silver reserve fund; the transfer of £15,000 from underwriting reserve to sterling reserve; the transfer of the balance of working account 1910 to underwriting reserve; the election of directors and auditors for the next working year. I think I have every reason to congratulate you on the position of your company to-day. When the reconstruction of this company was concluded in 1904, the hope was expressed that under the new scheme we would be in a position to maintain in future a dividend of 15 per cent., besides making substantial additions to the reserves. These expectations have been fully realized, and while to some it may have appeared desirable to increase the dividend sooner than has been done, your directors considered it wiser and more to your ultimate interests to make further additions to the company's reserves before expanding in the matter of dividends. The wisdom of that policy is apparent to you in the figures now before you, and I think those shareholders who at the time of reconstruction expressed themselves as confident that the proposal made and carried out would be an exceedingly good thing for the Company, have no reason to be disappointed at their forecast, and the fact must not be lost sight of that we have had to maintain our present position during a period by no means favourable to underwriters. Last year the question of an increase in dividend received the attention of your directors, and although they were unable to recommend an advance for the year 1909, when the question of an interim dividend for 1910 came up for consideration it was decided that the position of the Company justified an increase from 15 per cent. to 20 per cent. per annum. We therefore declared an interim dividend of 10 per cent. and we now propose, with your permission, to declare a further 10 per cent., making 20 per cent. for the year. We also recommend the transfer of £15,000 from working account to silver reserve, bringing the latter fund up to £15,000. We hope you will endorse our policy of continuing to add to our reserves, as any departure from the present policy of the Company would, in the opinion of your directors, be a serious mistake. Some may say our reserves are strong enough and that we have done enough for the benefit of posterity, but we do not share that view. It was not by paying out the earnings up to the limit that the large companies at home have come to occupy their acknowledged position of strength, both as regards practically guaranteed dividend and the undoubted security they offer to their policy-holders, the importance of which latter point is too often apt to be overlooked by some shareholders. Outstanding risks have, I am glad to say, been running satisfactorily and in order to bring our old reserves more into line with our old assets, which latter are at present well in excess of the former, you are asked to sanction the transfer of £15,000 from underwriting reserve account to the permanent sterling reserve fund, bringing that fund up to £140,000. Turning to the Company's funds, I can say that they are well and carefully invested, and where it was found necessary in the case of gilt-edged securities to write them down, this has been done. In December last, as you are aware, an offer to purchase the Company's business was received from the Board of the Union Insurance Society of Canton, Ltd., Hongkong. The terms offered, however, being many thousands of pounds below the intrinsic value of the company's assets, and your Directors being of opinion that an amalgamation with the "Union" would not be in the interests of the Company's shareholders, we had no hesitation in refusing the offer, as intimated to you by circular in January last. Shareholders, with very few exceptions, have, I am glad to say, expressed their approval of our action, the general opinion being, I think, that quite apart from the fact that the Company's business is not in the market, it would neither be in the interest of the shareholders nor in the interest of the Eastern trading community in general for such an amalgamation to take place. While on this subject I should like to refer to a circular dated June 20 last, recently issued by certain Hongkong gentlemen to the shareholders in this Company inviting them to communicate with Mr. Edward Osborne, residing at Folkestone, England, with a view to converting an extraordinary general meeting of this Company to consider the question of amalgamation. We do not deem it necessary or desirable in the interests of the Company to enter into a critical discussion of the many fallacies contained in the circular in question, but as the point on which chief stress appears to be laid is

the great increase in income which the proposed amalgamation would bring to shareholders, I would invite your attention to the following:—Under the purchase scheme proposed by the "Union," a shareholder in this Company would receive one "Union" share for five "North China" shares, plus 27 per share in cash. Therefore a holder of five "North China" shares would receive as dividend—\$10 "Union" share dividend for the last two years at £1.19, equaling £24.97, which figure is of course subject to fluctuation in exchange. He would also receive, say, 5 per cent. on £55 (five "North China" shares at £7 cash each), £11.50, making a total of £36.47. In the circular the rate of interest is assumed at 6 per cent., but 5 per cent. is a fairer percentage to adopt, especially in the case of shareholders in Europe. The present value of five "North China" shares at 20s. is £50.00. I would point out, however, that this Company's dividend is paid in sterling out of interest earned, the underwriting profit after paying home being placed to reserve, thus assuring its stability, whereas that of the "Union of Canton" involves the earning and distribution of large annual profits in order to maintain it at its present level, and although the Company has been managed with ability, shareholders will appreciate the different nature of the security on which the maintenance of the respective dividends is based. Besides, as a result of the sound policy pursued by this Company in building up its reserves, we shall hope to be in the fortunate position in the near future of recommending a further increase in the dividend to 25 per share, when the yield on five shares will be £6.50, or more than equal to the income expected to be derived under the suggested amalgamation scheme. With reference to the intrinsic value of a "North China" share referred to in the circular, it is sufficient to point out that the calculation by which that figure is arrived at is a purely fallacious one; the different nature of the business done by the two Companies rendering the comparison valueless, with the result that our intrinsic value is placed at a figure greatly below what it really is. To put the matter shortly, the acceptance of the scheme would involve this Company's shareholders in:—(first) an immediate loss of capital and (second) a prospective loss in income, while the idea of offering shares in a sterling company high priced ordinary shares in a silver company is not one which commands itself to us.

There was no response to the Chairman's invitation for questions, and the report and accounts as presented were adopted, the resolution being proposed by the Chairman, and seconded by Mr. JAS. N. JAMESON.

The Chairman then proposed that a final dividend of 20 per cent. on the paid-up capital and a bonus of 15 per cent. on contributory premiums be distributed, both payable at the expiration of 24 hours per last; that £15,000 be transferred from underwriting reserve account to sterling reserve fund, that £15,000 be transferred from working account, 1910, to silver reserve fund, and the balance of underwriting reserve account, closing the account for 1910.

This was seconded by Mr. ALEX. McLEOD and carried.

The retiring directors, Messrs. Wm. Meyerink, Alex. McLeod, Jas. N. Jameson, Harry De Gray, A. Hildebrand, and R. McEwen Dalglish, were re-elected for the year, their remuneration being fixed at £5,000. This was proposed by Mr. J. M. YOUNG, and seconded by Mr. A. C. HUNTER.

The auditors, Messrs. G. E. WINGROVE and H. W. G. HAYTER, were re-elected on the motion of Mr. J. SAMSON, seconded by Mr. HANS VOGLER.

The Chairman announced that that was all the business.

Mr. A. C. HUNTER—I beg to propose a vote of thanks to the Chairman, particularly for his lucid speech on the condition of the Company, and I would also thank him for speaking of the near future and the possible increase in the dividend, and to add that I believe the shareholders quite agree with the principles which are guiding the directors in the distribution of the profits. (Applause.)

The Chairman having returned thanks, the meeting terminated.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., Ltd.

BECHSTEIN

PIANOS

SOLE AGENTS:

ROBINSONS.

CANTON-KOWLOON RY.

JOINT SECTIONAL FARE TABLE.

On and after 3rd October, 1911, and until further notice, the following Fare Table will come into operation. Previous Fare Tables cancelled.

STATIONS.										STATIONS.									
Hongkong and Kowloon					Yamato					Hongkong and Kowloon					Yamato				
1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th	1st	2nd	3rd	4th	5th
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10	1																		

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION.)
STAMERS	SAILING DATES
KOREA	23rd Oct., at 1 P.M.
SIBERIA	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	SATURDAY, 16th Dec., at 1 P.M.
KOREA	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	
MONGOLIA	

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 23rd October, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan, to United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consuls General, Consuls and Vice-Consuls located in Asia, to United States and Canadian Points; Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan, between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consuls General, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.

THE S.S. "PERIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERIA, FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £43, £45, £47.
HONGKONG TO SAN FRANCISCO via New York " " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48]

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),

VIA

SHANGHAI AND JAPANESE PORTS. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIO	11,000	G. B. McGUIRE	10th October.
YACERIO	11,000	J. Mathie	25th October.
STRATHLYON	8,000	J. R. Shaw	21st November.

To be followed by other Steamers of the Company at regular intervals. Callings at AVOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

TELEPHONE No. 780.

THE BANK LINE, LIMITED.
KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 26th October.
FROM COLOMBO: 12th November.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG TO RIVER PLATE Ports transshipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.
FROM HONGKONG: Frequent Sailings.
FROM CALCUTTA: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIO" 3,000 tons to be despatched End December.
S.S. "KATANGA" 5,600 tons to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, 28th August, 1911.

[1075-173]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	26th Oct.	Tuesday, 17th Oct.
ST. ALBANS	27th Nov.	Saturday, 11th Nov.
EASTERN	1st Dec.	Saturday, 9th Dec.
ALDENHAM		Saturday, 23rd Dec.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

Hongkong, 10th October, 1911.

GIBB, LIVINGSTON & Co.,
AGENTS. [1262]

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.

S.S. "TENYO-MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 7th inst., at 5 P.M. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on TUESDAY, the 10th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before TUESDAY, the 17th inst., otherwise they will not be recognised.

K. MATSUDA, Agent.

Hongkong, 3rd October, 1911. [1239]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 15th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 5th October, 1911. [4]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"ARABIAN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

All Claims must reach us before the 15th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 4th October, 1911. [1248]

"SHIRAZ" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Steamship

"FLINTSHIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 14th inst. at 6 A.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on FRIDAY, 13th inst., at 10.00 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th October, 1911. [1252]

THE "CALCHAS" IN COLLISION.

UNEASINESS OF LONDON UNDERWRITERS.

On the 6th ult. news was received in London that the Blue Funnel liner *Calchas* had been in collision, and considerable alarm was felt in London as to the safety of the vessel. Fortunately, although the news proved to be accurate, the accident was not of a very serious nature.

The Times of the 7th ult. said:—"Underwriters yesterday had reason to leave the market uneasy in mind, for further news of the collision of the Austrian steamer *Moravia* with an unknown vessel near Cape Roca, which afterwards disappeared, was distinctly disquieting. A message from the captain of the *Moravia* from Sagres stated that his vessel had been run into by a Blue Funnel boat, which, coupled with the previous message that only the word 'Liverpool' could be discerned on the vessel, naturally suggested one of Messrs. A. Holt & Co.'s steamers. There are two of these big vessels which may be said to be in the running for this doubtful honour—namely, the *Calchas* and *Antiochus*. The *Antiochus* passed Eschey Head for the East and Pacific Coast on August 30th, and the *Calchas* passed Gibraltar from the East on September 3rd. Of these the market paid most attention to the *Calchas* and proceeded to deal very freely in reinsurance on cargo to pay as original at rates of from 4 to 5 per cent. One or two casualties have lately occurred to vessels of the Holt Line, but the fleet preserves a fine name for management and strength of construction; the consequence is that, as in the case of other vessels considered first-class, underwriters retain big lines on cargo, and the loss of such a vessel as the *Calchas* would cause a very great deal of discomfort to the London market. As the *Calchas* brings large quantities of tin and plantation rubber from the Straits, which are valued at about £187 a ton and £5 a pound respectively, her cargo may well represent between half and three-quarters of a million sterling. It has been shown that if the finest vessels are struck in the vulnerable region of their engines may sink, but the prevailing opinion yesterday was that, though the vessel in collision was probably the *Calchas*, the steamer was soon lost to sight in the fog and proceeded. Curiously enough, the funeral of the Italian steamer *Fert*, wrecked some hundred miles from the scene of the collision, is blue with a black top, but the word 'Liverpool' seen on the colliding vessel was regarded as sufficient to associate the vessel from participation in the collision."

Next day *The Times* said:—"Not until after three o'clock yesterday afternoon was the uneasiness felt by underwriters for the safety of the British steamer *Calchas* relieved by a telegram posted at Lloyd's to the effect that the vessel passed Rawley Point in the morning. A few minutes earlier the agents of the Holt Line in London had stated that the steamer was due at Portland at two o'clock, but they had then received no news of her arrival; it was subsequently shown that the *Calchas* reached Portland precisely at the time expected."

The position that the *Calchas* was the vessel in collision with the Austrian steamer *Moravia* near Cape Roca in a fog on Monday morning proved to be perfectly correct. A telegram was received last night from the captain of the *Calchas* stating that his vessel had been in collision with the *Moravia*, but that the injury to the ship was not serious and that the cargo was undamaged.

As pointed out yesterday, well-informed opinion in the insurance market favoured the belief that the *Calchas* had been in collision, but it was also thought that the vessel would probably be well fitted to withstand the shock. Such uneasiness as existed was largely explained by the very high value of the cargo. Thus one shipment of 1,000 tons of tin is known of, which at present prices is alone worth well over £200,000.

As indicated in our market report, uneasiness for the vessel's safety was yesterday partly responsible for a sharp rise in the price of tin on the London Metal Exchange, but in the afternoon, when reassuring news was received, values declined, the cash price closing 15s. higher on the day at £187 15s."

WORK OF THE IMPERIAL INSTITUTE.

A report on the work of the Imperial Institute in 1910 by the Director, Professor Wyndham Dunstan, was issued last month in the form of a Parliamentary White Paper. The report remarks that the work of the Imperial Institute is at present carried on under four principal divisions: (1) The Colonial and Indian Collections, consisting mainly of raw materials and primary manufactures displayed in the public exhibition galleries, and including a Central Stand for receiving inquiries and distributing publications; (2) The Scientific and Technical Department, including a special staff and research laboratories, occupying the second floor of the Building; (3) The Reference Library, containing a large collection of works of reference relating to the Colonies and India, together with principal periodicals and newspapers; (4) The Bulletin of the Imperial Institute, a quarterly publication containing a record of the work of the Imperial Institute in its various branches, as well as special articles on subjects connected with the industrial utilisation of mineral and vegetable products.

The research laboratories of the Scientific and Technical Department were established in order to provide for investigation of new or little-known natural products from the Colonies and India and of known products from new sources, with a view to their utilisation in commerce, and also to provide trustworthy scientific and technical advice on matters connected with the agriculture, trade, and industries of the Colonies and India. The work of this department is chiefly initiated by the Home and Colonial Governments and the Government of India. Arrangements have been made by the Foreign Office whereby British representatives abroad may transmit to the department for investigation such natural products of the countries in which they are appointed to reside as are likely to be of interest to British manufacturers and merchants. Consequently the report contains detailed accounts of the investigations carried on during the year as to the composition and value of a quantity of samples of raw materials, mineral and vegetable, and also of the work done in supplying information regarding the utilisation of such materials, also their cultivation and production. The number of reports completed in 1910 was 504, and at the end of the year 203 investigations were in progress.

The number of visitors to the Exhibition Galleries during 1910 was 167,440, as compared with 162,802 during the preceding year, and 14,056 publications relating to the Colonies and India were distributed to inquirers at the Central Stand, compared with 14,956 distributed in 1909. Many special inquiries regarding emigration and tropical agriculture were dealt with.

WEATHER REPORT.

On the 9th at 11.30 a.m.—The barometer has fallen considerably over E. Japan, and the Bonins, and risen elsewhere, particularly in N. China.

The depression lying to the North of Japan yesterday is passing to the Pacific. The other depression has moved Eastwards and now lies over S.E. Japan.

An anticyclonic area, 30.4 inches and upwards, lies over China to the North of the Yangtze Valley, and pressure outside the normal, by from 0.3 to 0.1 inch along the coast and at the stations in the South.

Fresh to strong monsoon will continue to prevail over the China coast and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District FORECAST.

* Hongkong & Neighbourhood: Formosa Channel N.E. winds, strong.

South coast of China between Hongkong and Lamcocks: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 1.

* N.E. winds, fresh, fine.

CHINA COAST METEOROLOGICAL REGISTER.

October 9th—At A.M.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Vietnam	7 a.	29.96	41	49	NW	2	b
Namur	6 a.	29.63	—	—	NNW	1	b
Hakodadi	—	29.77	—	—	SW	1	b
Tokio	—	29.79	—	—	NW	1	b
Kochi	—	29.91	—	—	WSW	1	b
Nagasaki	—	30.07	—	—	NNW	1	b
Kagoshima	—	30.02	—	—	NNW	1	b
Oshima	—	30.04	—	—	N	4	b
Naha	—	30.01	—	—	NNE	4	b
Ishijima	—	30.09	—	—	NNE	2	b
Bonin Is.	—	30.01	—	—	—	0	b
Choshi	6 a.	30.01	—	—	—	0	b
Wakatsuki	6 a.	30.31	55	56	—	0	b
Hankow	6 a.	30.42	65	77	NE	2	b
Kiukiang	—	30.37	65	40	NW	3	b
Shanghai	9 a.	30.37	65	40	NW	3	b
Guangzhou	—	30.29	66	—	N	5	b
Sharp Peak	—	30.20	75	—	NNE	4	b
Amoy	6 a.	30.11	74	63	NNE	2	b
Swatow	—	30.11	74	63	NNE	2	b
Taihu	5 a.	30.15	—	—	S	2	b
Tsukuba	—	30.07	—	—	S	0	b
Tsushima	—	30.08	—	—	N	2	b
Koshu	—	30.06	—	—	NE	8	b
Possadores	—	30.03	—	—	—	0	b
Canton	9 a.	30.16	77	61	NE	2	b
Hongkong	10 a.	30.19	70	70	—	0	b
Viet. Peak	—	30.10	—	—	E	3	b
Cap Rock	—	30.10	—	—	E	5	b
Manao	—	30.14	74	—	ESE	1	c
Wuchow	9 a.	—	—	—	—	—	c
Hakow	—	—	—	—	—	—	c
Takhoi	—	—	—	—	—	—	c
Shanghai	8 a.	30.07	61	—	NNE	2	b
Tientsin	—	30.01	75	—	NE	2	b
Apart	6 a.	30.01	73	—	NE	2	b
Manila	10 a.	30.00	86	65	SW	0	b
Legaspi	6 a.	29.94	81	—	NE	2	c
Manila	9 a.	—	—	—	—	2	c
Iloilo	—	29.99	82	—	E	1	c
Cebu	—	29.94	87	—	E	1	c
Labuan	—	30.00	77	—	S	1	c

F. G. Figg, Director.

Hongkong Observatory, October

SHIPPING

ARRIVALS.

AKI MARU, Japanese str., 3,995, K. Homma, 9th October—Yokohama 27th September, General—Nippon Yusen Kaisha.
 ALICIOUS, British str., 4,279, Hoppenhausen, 9th October—Liverpool via Singapore 1st Sept., General—Butterfield & Swire.
 POONHONG, British str., 1,423, W. D. Welsh, 8th Oct.—Guaymas and Mexico 3rd Oct.—Jardine, Matheson & Co.
 GHAEZEP, British str., 3,242, D. A. Cave, 9th Oct.—Singapore 3rd October, General—Dodwell & Co.
 INDRAMAYO, British str., 3,370, E. R. Evans, 9th Oct.—Manila 6th October, General—Shewan, Tomes & Co.
 MACHEW, German str., 2,936, R. G. Zillner, 9th Oct.—Singapore 1st and Hollow 8th Oct., General—Butterfield & Swire.
 SI-KIANG, French str., 615, E. de Catalano, 9th Oct.—Haiphong Kwan Chow Wan 7th Oct., General—Messageries Maritimes.
 SYDNEY, French str., 4,118, Costa, 9th Oct.—Yokohama and Shanghai 5th October, General—Messageries Maritimes.
 TITANIC, Dutch str., 3,567, F. Zwart, 8th Oct.—Kobe—Moji and Karatsu 4th Oct., General and Coal—Jawa-China-Japan Line.

CLEANANCES.

AT THE HARBOUR MASTER'S OFFICE.

Children, Norwegian str., for Hongkong.
 Cheongching, British str., for Canton.
 Cheonging, British str., for Shanghai.
 Haidan, British str., for Swatow.
 Hongkong, French str., for Pakhoi.
 Indramayo, British str., for Shanghai.
 Sydney, French str., for Europe, &c.
 Tamsui, French str., for Shanghai.
 Yimshing, Dutch str., for Malacca.
 Thuringian Maru, Japanese str., for Milke.

DEPARTURES.

ARRATON APCAR, British str., for Shanghai.
 CYCLOPS, British str., for Kaohsiung.
 GHAEZEP, British str., for Shanghai.
 BAATZ, German str., for Bangkok.
 SAMSEN, German str., for Bangkok.
 SARATOGA, American cruiser, for Manila.

PASSENGERS.

Per Sydney, for Hongkong, from Yokohama, Lady Logan and Mrs. Canano, from Kobe, Messrs C. L. Kai, Ohtani and Ishimoto, from Shanghai, Mr. Hansen, Mr. Verbert, Mr. Lowder, Capt. Leung, Mr. Singer, Mrs. Ruhl, Mr. Sullo, F. del Rosio, Mrs. Joseph, Mrs. Eayis, Mrs. Anna, and Mr. G. Missal.
 Per Aki Maru, from Japan, for Hongkong, Mr. C. Christensen, Mr. S. P. Warbrook, Miss E. Rowe, and Mrs. W. F. Worcester and infant, Mrs. Weigall and infant, Miss Butterworth, Mrs. F. S. Souza and child, Major and Mrs. Canfield and child, Mrs. J. Heston, Major and Mrs. W. G. Lyndon, Mr. E. Takatsu, Mr. K. Sato, Mr. N. Sugimura, Mr. Y. Shishido, Mr. T. Kitagawa, Mr. T. Tazaki, Mr. H. Sudo, Miss T. Nagashima and Mr. R. Jipiro.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. *Perie* is due to arrive at Hongkong on the 11th inst., between 4 and 6 a.m.
 The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 19th inst. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 20th inst.
 The P. M. S. S. Co. str. *Siberia* was dispatched from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 31st inst.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Yau on the 9th inst., at 7 a.m., and may be expected here on or about the 16th inst.
 The str. *St. Albans* left Sydney on the 27th ult. for this port, via Queensland ports, Port Darwin and Manila.

THE CANADIAN MAIL.

The C.P.R. Co. str. *Empress of India* left Vancouver, B.C., on the 4th inst. p.m., for Hongkong (via and ports of call).

THE ENGLISH MAIL.

The P. & O. str. *Diamond* left Singapore for this port on the 6th inst. at 6 p.m., with the outward English Mails, and is due here tomorrow at about 5 p.m.

THE INDIAN MAIL.

The Indo-China str. *Bookang* left Calcutta for the Straits and Hongkong on the 30th ult., and is due here about the 15th inst.

THE JAPANESE MAIL.

The N.Y.K. str. *Tokyo Maru* (Bombay Line) left Bombay for this port via ports on the 22nd ult., and is expected here today.

The *Dodwell* Line str. *Satsuma* arrived at Kowloon on the 3rd inst. morning, and will leave for Hongkong on or about the 5th inst., via Foonhow.
 The T.K.K. str. *Shingo Maru* left San Francisco on the 27th ult., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is expected to arrive here on or about the 24th inst.
 The str. *Glenavoy* passed the Suez Canal on the 29th ultimo, and is due here on or about the 31st inst.
 The T.K.K. str. *Hongkong Maru* sailed from Callao on the 25th ultimo, and is expected to arrive at this port on or about the 27th prox.
 The *Mogul* Line str. *Lothian* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

STEAMERS PASSED THE CANAL.
 September-15th—*Alicious*, Benavos, *Cyclops*, *African Prince*, 19th—*Ceylon*, *Kowloon*, *Silecia*, *Vandalia*, *Aradica*, *Frederick*, 22nd—*Atsuta*, *Namu*, *Jeser*, *Namu*, *Nor*, *Yunnan*, 26th—*Benarty*, *Kawachi Maru*, *Nishu*, *Yokohama*, 29th—*Dumbea*, *Glenavoy*, *Silecia*, October 3rd—*Atsuta*, *Brigavia*, *Carmarthen*, *Shire*, *E. F. Ferdinand*, *Higuchi Maru*, *Macdon*, *Kanagawa Maru*, *Palermo*, *Peluse*, *Prinz Ludwig*, *Titan*, *Indra*, 7th—*Achilles*, *Indra*, *Palawan*, *Polynesian*, *Slavonia*, *Socotra*.
 ARRIVALS AT HOME.
 October 7th—None.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50.
 On sale at the "HONGKONG DAILY PRESS," 40 Bco.
 Hongkong, 2nd August, 1911

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 14th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Marc	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FURST BULOW	Ger. str.	k. w.	Jager	HAMBURG-AMERICA LINE	On 13th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOKRAVIA	Ger. str.	k. w.	V. Delron	HAMBURG-AMERICA LINE	On 22nd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 11th Nov.
HAYRE & HAMBURG via STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	On 13th inst.
HAYRE & HAMBURG via STRAITS, &c.	SENTEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 28th inst.
HAYRE & HAMBURG via STRAITS, &c.	RAYEN	Ger. str.	k. w.	Brähler	HAMBURG-AMERICA LINE	On 10th Nov.
HAYRE & HAMBURG via STRAITS, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	To-morrow, at Daylight
HAYRE & HAMBURG via STRAITS, &c.	HIGHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst., at D'light
HAYRE & HAMBURG via STRAITS, &c.	TAMBA MARU	Jap. str.	—	K. Noda	NIPPON YUSEN KAISHA	To-day.
HAYRE & HAMBURG via STRAITS, &c.	DEUTFLINGER	Ger. str.	—	F. Frosch	MELCHERS & Co.	On 18th inst., at Noon
HAYRE & HAMBURG via STRAITS, &c.	AUSTRIA	Aus. str.	—	Raisch	WANDER, WIELER & Co.	On 26th inst., at 2 p.m.
BOSTON & NEW YORK	SATSUMA	Brit. str.	—	Sheppard	DODWELL & Co., Ltd.	About 12th inst.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	—	—	DODWELL & Co., Ltd.	On 17th inst.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	—	—	DODWELL & Co., Ltd.	About 23rd inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	KUMBEIC	Brit. str.	—	G. D. McGill	THE BANK LINE, LIMITED	On 14th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	MONTAGLO	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 17th inst., at 11 a.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	CANADA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 4th Nov. at 6 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 13th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th inst., at 1 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 28th inst., at 1 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 27th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 17th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	About 17th inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 25th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	Quick despatch
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst., at 3 a.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst., at 4 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst., at M'night
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 18th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	About 18th inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 19th inst., at 4 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	About 19th inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	About 20th inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 21st inst., at M'night
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	About 10th Nov.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	Quick despatch
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th inst., at 10 a.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at 10 a.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 1 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 13th inst., at 1 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 17th inst., at 1 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 4 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at 4 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst., at 2 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 17th inst., at 4 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th inst., at 4 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 21st inst., at 2 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	Quick despatch
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 17th inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 3 p.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th inst., at Noon
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	Middle of Oct.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SAKURA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at 9 a.m.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	DATE.
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 5TH.
"YORCK"	17,000	ON MARCH 20TH.
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
"LUETZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

ALL the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to MELOHRS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911. [1087]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

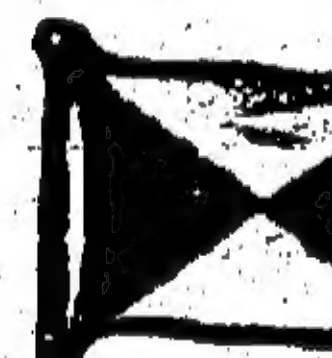
FOR	STEAMERS	TONS.	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.	"DERFFLINGER"	17,000	Wednesday, 19th Oct., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA.	"YORCK"	17,000	About 18th Oct.
KOBE and YOKOHAMA.	"PRINZ WALDEMAN"	6,000	About 17th Oct.
KUDAT and SANDAKAN.	"BORNEO"	5,000	Middle of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 6th October, 1911.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 11th Oct., 4 p.m.
ZAFIRO	4000	M. O. Smith	Manila, Cebu & Iloilo	On 20th Oct., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong 7th October, 1911.

PHILIPPINES S.S. Co. [15]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION. SHANGHAI, YOKOHAMA, KOBE & MOJI "PEKING" About 10th November.

For Freight and Further Particulars, apply to OLOF WILK & CO., CHINA AGENTS, AKTIEBOLAG.

YORK BUILDINGS TOP FLOOR.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS-YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong, SATURDAY, 14th Oct.

"MONTEAGLE" SATURDAY, 14th Oct.

"EMPERESS OF INDIA" SAT. 4th Nov.

"EMPERESS OF JAPAN" SAT. 2nd Dec.

"MONTEAGLE" SATURDAY, 30th Dec.

"EMPERESS OF INDIA" SAT. 27th Jan.

"EMPERESS OF JAPAN" SAT. 24th Feb.

"MONTEAGLE" SATURDAY, 30th Dec.

"EMPERESS OF INDIA" SAT. 27th Jan.

"EMPERESS OF JAPAN" SAT. 24th Feb.

"MONTEAGLE" SATURDAY, 30th Dec.

"EMPERESS OF INDIA" SAT. 27th Jan.

"EMPERESS OF JAPAN" SAT. 24th Feb.

"MONTEAGLE" SATURDAY, 30th Dec.

"EMPERESS OF INDIA" SAT. 27th Jan.

"EMPERESS OF JAPAN" SAT. 24th Feb.

"MONTEAGLE" SATURDAY, 30th Dec.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG, AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"GREGORY APCAR"

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	8 A.M. 12th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 14th Oct.	See Special of Call.
SHANGHAI, MOJI, KOBE	NAMUR	About 19th Oct.	Freight and Passage.
AND YOKOHAMA	CEYLON	About 20th Oct.	Freight only.
LONDON and ANTWERP	SUMATRA	About 1st Nov.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. W. R. Le Mare, R.N.B.		

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 9th October, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, ILOILO and CEBU	"TAMING"	On 10th Oct. 4 P.M.	
CHEFOO and NEWCHANG	"NANCHANG"	On 12th Oct. Noon.	
SHANGHAI	"CHINHUA"	On 12th Oct. 4 P.M.	
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 13th Oct. 4 P.M.	
SHANGHAI	"ANHUI"	On 14th Oct. 4 P.M.	
MANILA, ILOILO and CEBU	"TEAN"	On 17th Oct. 4 P.M.	
SHANGHAI	"CHENAN"	On 19th Oct. 4 P.M.	
SHANGHAI	"LINAN"	On 21st Oct. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

[10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DANFSSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lieben, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL	REMARKS
FOR SHANGHAI, KOBE and YOKOHAMA:			
S.S. FREIENFELS		20th Oct.	
S.S. SLAVONIA		3rd Nov.	
S.S. BOANDIA		16th Nov.	
S.S. SPECIA		2nd Dec.	
S.S. SEGOWIA		14th Dec.	
S.S. BLESIA		27th Dec.	
S.S. AMBRIA		10th Jan.	
S.S. GOLDENEELS		24th Jan.	

HOMEWARD.

FOR	STEAMERS	TO SAIL	REMARKS
FOR HAVRE & HAMBURG:			
S.S. SUEVIA		13th Oct.	
FOR ROTTERDAM, HAMBURG & ANTWERP:			
S.S. FURST BULOW		13th Oct.	
FOR ROTTERDAM, HAMBURG & ANTWERP:			
S.S. BELGEVIA		22nd Oct.	
FOR HAVRE, BREMEN & HAMBURG:			
S.S. SENEGAMBIA		28th Oct.	
FOR HAVRE & HAMBURG:			
S.S. BAYERN		10th Nov.	
FOR ROTTERDAM & HAMBURG:			
S.S. SACHSEN		11th Nov.	

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 6th October, 1911.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"CHOYANG"	Wed. day, 11th Oct., Noon.	
YIENSWIN VIA SWATOW WEI	"CHEONGSHING"	Thursday, 12th Oct., Noon.	
MANILA	"YUENSANG"	Saturday, 14th Oct., 2 P.M.	
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Wed. day, 18th Oct., Noon.	
SINGAPORE, PENANG and CALCUTTA	"KUNGSANG"	Friday, 20th Oct., Noon.	
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.	

RETURN TOUES TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUNGSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Kahad Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 10th October, 1911.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Beach	TUESDAY, 10th Oct., at 1 P.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 13th Oct., at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 17th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS, LAIRA & Co., GENERAL MANAGERS.

Hongkong, 7th October, 1911.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES FOR EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
OHIO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 19th Jan., at Noon.

Triple Screw, turbine engines. * Twin Screws. All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 13th October, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON £71.10.0.
To VALPARAISO You 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:— TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.) (These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "OHIO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

R. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Commerce Ports in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Commerce Ports in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

* The ss. "Canada Maru" will not also call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED. DAY, 11th Oct. at 10 A.M.
TAMUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 15th Oct. at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

772-7781 S. HIROL, MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 11th Oct., 1911, at 9 A.M.

For Passage and Freight apply to P. THOMAS, H.M. Co.'s AGENT.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA ..	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA ...	8000	March 30	MOLDAVIA ..	11000	April 27	May 3
DELTA	8000	April 13	MAJOJA	10500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA ..	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of ss. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Steamer	Tons	
NYANZA	7000	February about 7
NILE	7000	March about 22
NUBIA	7000	April about 19
SUMATRA	7000	May about 17
NAMUR	7000	June about 14
PALAWAN	7000	July about 13
BORNEO	7000	August about 10
SYRIA	7000	September about 7
NOBE	7000	October about 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd £38.10 £57.4

For further Particulars, apply to— E. A. HEWETT, SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. K. Homma	7,000	WED. DAY, 11th Oct., at Daylight.
	MISHIMA MARU Capt. A. E. Morris	9,000	WED. DAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED. DAY, 8th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. J. Richards	7,000	SATURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
	AWA MARU Capt. Iizawa	7,000	WED. DAY, 11th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. T. Sato	6,000	WED. DAY, 11th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED. DAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 13th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. K. Soyeda	7,000	TUESDAY, 17th Oct., at Noon.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days) FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The Next Steamer to sail from Hongkong:— "HIROSHIMA MARU," Tons 4,000, CAPT. DEGUCHI, on 13th Oct.

1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moss	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mura	May 22nd.

FOR SEATTLE

AWA	7,000	K. Noda	March	24th.
INABA	7,000	T. Iizawa	April	23rd.
TAMBA	7,000	S. Tomioka	May	21st.

For further information, apply to—

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 6th October, 1911.

C. G. BODEN & SOHNE,

GROSSROHRSDORF, i/Sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 6th October, 1911.

Hoehl Extra Dry
gout americain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 6th October, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Ernest Simons*, with the French Mail, left Saigon on Sunday, the 9th inst., at 3 a.m., and may be expected here to-day, at 6 p.m.

The *Peria*, with the American Mail, left Shanghai and is due to arrive here to-morrow, between 4 a.m. and 6 a.m.

The *Deranka*, with the English Mail, left Singapore on Friday, the 6th inst., at 6 p.m., and may be expected here to-morrow, at 4 p.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 6th Sept. and for despatch overland on the 15th September.

FOR	PER	DATE
Swatow and Bangkok	Childar	Tuesday, 10th, 8.30 A.M.
Pakhoi and Hongkong	Bongkong	Tuesday, 10th, 9.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and	Tjmanoh	Tuesday, 10th, 10.00 A.M.
SHANGHAI, MOI, KOBE, YOKOHAMA, VICTORIA and SHANTON	Tamba Maru	Tuesday, 10th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		

EUROPE, &c., INDIA VIA TUTICORIN.
Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Swatow, Amoy and Foochow	Haitan	Tuesday, 10th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 10th, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory Apear	Tuesday, 10th, 2.00 P.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 10th, 3.00 P.M.
Swatow, Amoy and Foochow	Kameric	Tuesday, 10th, 4.00 P.M.
Singapore, Penang and Colombo	Aki Maru	Tuesday, 10th, 5.00 P.M.

Fort Jayard and Haiphong	St. Kung	Wednesday, 11th, 8.00 A.M.
Swatow, Amoy and Foochow	Choshin Maru	Wednesday, 11th, 9.00 A.M.
Shanghai	Choyang	Wednesday, 11th, 11.00 A.M.
Singapore, Penang and Bombay	Techu	Wednesday, 11th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 11th, 1.15 P.M.
Shanghai, Kobe and Yokohama	Ernest Simons	Wednesday, 11th, 3.00 P.M.
(SIBERIAN MAIL TO EUROPE)		
Manila, Cebu and Iloilo	Rubi	Wednesday, 11th, 3.00 P.M.
SHANGHAI	Devanha	Wednesday, 11th, 5.00 P.M.
Swatow, Welisweli, Chefoo and Tientsin	Chongshing	Thursday, 12th, 11.00 A.M.
Chfoo and Newchwang	Nanchang	Thursday, 12th, 11.00 A.M.
Macao	Sui Tai	Thursday, 12th, 1.15 P.M.
Shanghai	Chinhua	Thursday, 12th, 3.00 P.M.

Swatow, Amoy and Foochow	Haitan	Tuesday, 10th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 10th, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory Apear	Tuesday, 10th, 2.00 P.M.
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Singapore, Penang and Colombo	Aki Maru	Tuesday, 10th, 5.00 P.M.

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Singapore, Penang and Calcutta	Gregory Apear	Tuesday, 10th, 2.00 P.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 10th, 3.00 P.M.
Swatow, Amoy and Foochow	Kameric	Tuesday, 10th, 4.00 P.M.
Singapore, Penang and Colombo	Aki Maru	Tuesday, 10th, 5.00 P.M.

Swatow, Amoy and Foochow	Haitan	Tuesday, 10th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 10th, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory Apear	Tuesday, 10th, 2.00 P.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 10th, 3.00 P.M.
Swatow, Amoy and Foochow	Kameric	Tuesday, 10th, 4.00 P.M.
Singapore, Penang and Colombo	Aki Maru	Tuesday, 10th, 5.00 P.M.

Swatow, Amoy and Foochow	Haitan	Tuesday, 10th, 11.00 A.M.
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Singapore, Penang and Calcutta	Gregory Apear	Tuesday, 10th, 2.00 P.M.
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Singapore, Penang and Colombo	Aki Maru	Tuesday, 10th, 5.00 P.M.

Swatow, Amoy and Foochow	Haitan	Tuesday, 10th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 10th, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory Apear	Tuesday, 10th, 2.00 P.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 10th, 3.00 P.M.
Swatow, Amoy and Foochow	Kameric	Tuesday, 10th, 4.00 P.M.
Singapore, Penang and Colombo	Aki Maru	Tuesday, 10th, 5.00 P.M.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

On	October 9th.
London—	
Telegraphic Transfer	193 1/2
Bank Bills, on demand	193 1/2
Bank Bills, at 30 days sight	193 1/2
Bank Bills, at 4 months sight	193 1/2
Credits, at 4 months sight	193 1/2
Documentary Bills at 4 months sight	193 1/2
On Demand	193 1/2
On New York—	
Bank Bills, on demand	43 1/2
Credits, at 60 days sight	44 1/2
On Bombay—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
On Calcutta—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
On Shanghai—	
Bank, at sight	75 1/2
Private, 30 days sight	76 1/2
On Yokohama—	
On demand—Pesos	88 1/2
On Manila—	
On demand—Pesos	88 1/2
On Singapore—	
On demand—Pesos	88 1/2
On Batavia—	
On demand—Pesos	88 1/2
On Haiphong—	
On demand—Pesos	88 1/2
On Saigon—	
On demand—Pesos	88 1/2
On Bangkok—	
On demand—Pesos	88 1/2
On London—	
Gold, 100 fine, per tola	\$11.05
Gold, 100 fine, per tola	\$11.05
BAR SILVER, per oz.	\$24 1/2

SUBSIDIARY COINS.

Chinese	per cent
Chinese	20 cents pieces
Chinese	10 " "
Hongkong	20 " "
Hongkong	10 " "

SHARE LIST.—QUOTATIONS. HONGKONG, OCTOBER 9th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900
China Bank Corporation, Limited	50,000	\$100	all	\$282 10/-
China Light and Power Company, Limited	50,000	\$5	all	\$103, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1.80, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 903
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 44
Loan Kung-Mow C. Spinning & Weaving Co., Ltd.	20,000	Tls. 100	all	Tls. 69
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 24
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$23
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51
New Amoy Dock Co., Limited	10,000	\$50	all	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 83
Green Island Cement Co., Limited	400,000	\$10	all	\$4.15, sales
Hongkong and China Gas Co., Limited	2,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, buyers
Hongkong Hotel Company, Limited	8,000	\$50	all	\$119, buyers
Manila Metropole Hotel Limited	15,000	\$10	all	\$74, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$11
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$165, sales
H'kong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$18, sales
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$217 1/2
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$127 1/2, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350
North China Insurance Co., Limited	10,000	\$25	\$5	Tls. 160
Union Insurance Society, Limited	15,000	\$250	\$100	\$835, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225 @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100, sales
Hampden Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$28
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 94
West Point Building Co., Limited	12,500	\$50	all	\$47, buyers
MINING.				
Societe Francaise des Charbon de Tonkin	15,000	Fcs. 250	all	\$700
Rand Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$3.20
Peak Tramways Co., Limited	25,000	\$10	all	\$113
Philippine Co., Limited	50,000	\$10	all	\$100, buyers
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$137, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$36, sales
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$113, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$213
Hongkong, Canton & Macao S.S. Co., Ltd.	50,000	\$15	all	\$27, sal. & bu.
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$60, f/don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$21, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$5
South China Morning Post, Limited	6,000	\$25	all	\$25
Steam Laundry Company, Limited	20,000	\$5	all	\$5
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$24
A. S. Watson & Co., Limited	90,000	\$10	all	\$33
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asiatic Oriental Agency, Limited	9,900	\$10	all	\$10
Union Waterboat Co., Limited	100,000	\$10	all	\$300
EVERETT.				
Para Rubber in London				4/6 per lb.
LEADS.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

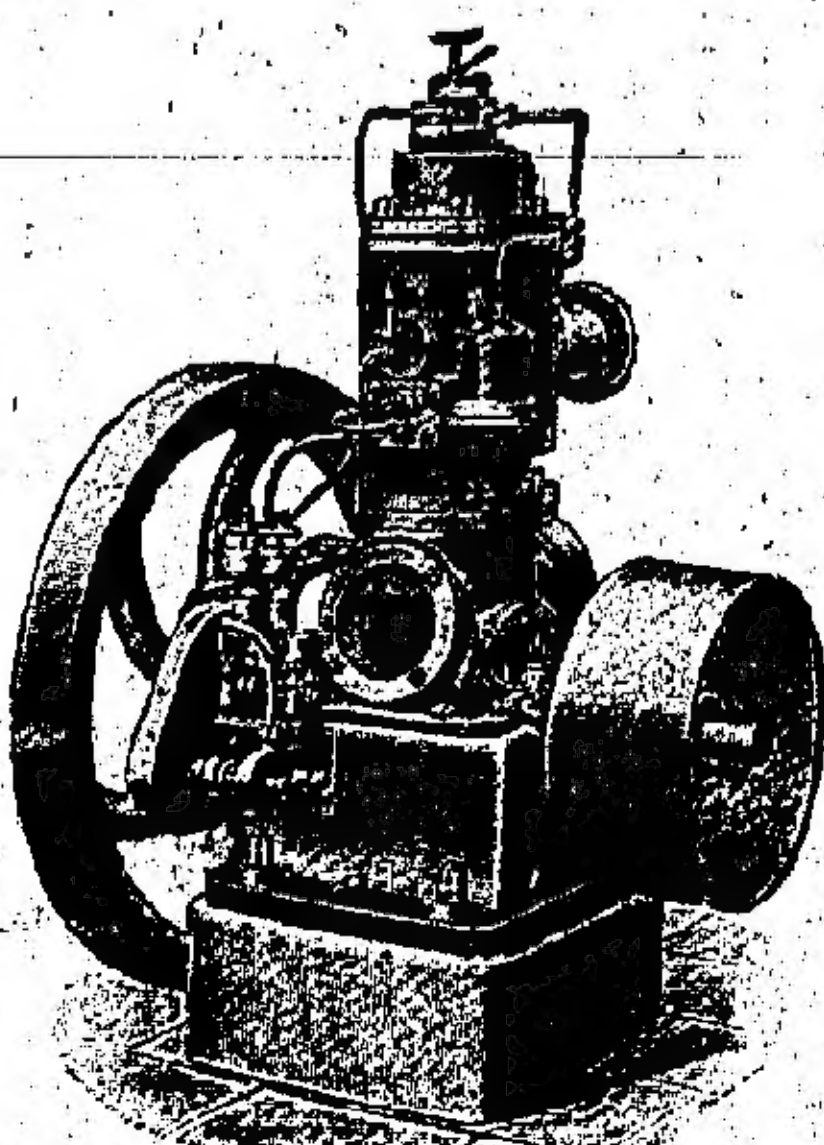
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TO-DAY
Neon.—Extraordinary General Meeting of the Douglas Steamship Co., Ltd.

TO-MORROW
5.30 P.M.—Annual General Meeting of Hongkong Corinthian Yacht Club at Club House.

FORTHCOMING EVENTS.

Saturday, 14th Oct.—Annual Grand Promenade Concert on the Hongkong Cricket Club Ground, at 9.15 p.m.

Monday, 16th Oct.—Auction of Crown Land at Shin Hing Street, by Public Works Dept. 3 p.m.

Thursday, 19th Oct.—Thirtieth Ordinary Meeting of Canton Insurance Office, Ltd., Noon.

Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 p.m.

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Malwa Older	\$4,550/4,600 "
Malwa V. Old	\$4,700/4,800 "
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Parian extra fine	\$4,000 "
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Patna Old	\$4,300 "
Banaras New	\$4,900 "
Banaras Old	\$4,800 "

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